

MOTOR RACING

and
ECONOMY CAR NEWS

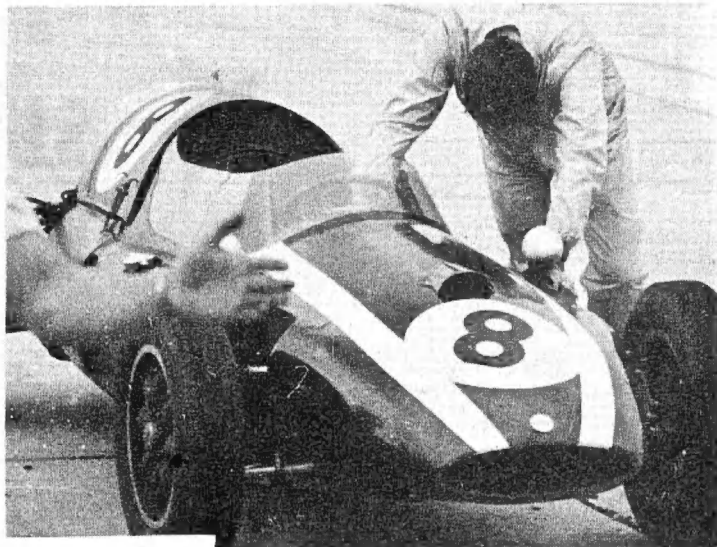
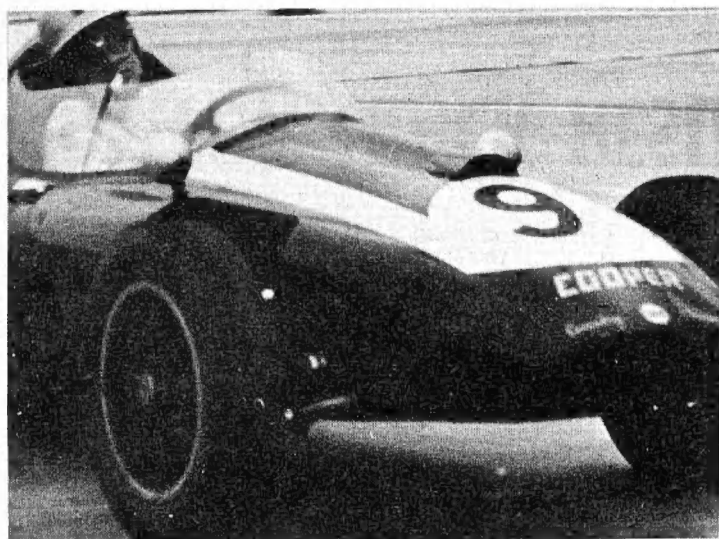
5th Year—No. 4 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

Dec. 11-18, 1959

25c

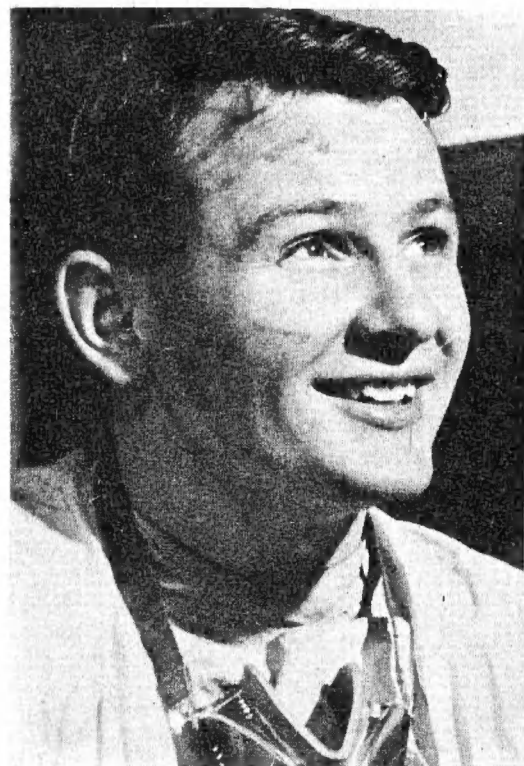
First U.S. Grand Prix



The Winner and The Champion

YOUNG, HANDSOME Bruce McLaren, of Auckland, New Zealand, scores his greatest triumph as he powers his little Cooper-Climax (upper left) to victory in the first U.S. Grand Prix at Sebring, Fla. At left he relaxes with the smile of victory. Upper right: Jack Brabham, of Australia, who led practically all of the race, ran out of gas on the last lap, and here he pushes his Cooper-Climax the last half mile to the finish line. He took fourth, but had already clinched the 1959 World Drivers' Championship. At right, with a cumquat lei draped around his neck, he smiles faintly after his hectic pushing ordeal.

(MOTORACING Photos by
Gus V. Vignolle)



Vignettes
By Gus V. Vignolle

- U.S. GRAND PRIX
- ADIOS, SEBRING
- CHARITY'S CUT

MOTOR RACING
and
ECONOMY CAR NEWS

CHRISTMAS BARGAIN
Having trouble thinking what to give for Christmas?
No problem. If your friends or relatives follow sports car and Formula 1 road racing, rallying or economy car happenings, your worries are over.
A subscription to **MOTORACING** for \$2 per year instead of \$3 is the answer.
Please turn to Page 9 to learn about this great Christmas bargain offer. The subscription order blank tells you all about it.

SEBRING, Fla., Dec. 12 — What does a rube from the Far West think of Grand Prix racing in general, the first US Grand Prix here in particular, the future of this sport in America, etc., etc.?

Well, draw up a chair and I'll give you some glittering cadenzas to wit:

First of all, get racing out of this little town, which is in the middle of nowhere. The foreign press turnout to this race was fantastic. I talked to a great many veteran motoring writers from all over the world. Unanimously, they could not fathom this Sebring bit.

I can only surmise that Alec Ulmann, the race promoter, must own a lot of real estate here, including all the hotel and eatery concessions.

The lady at the Sebring Hotel, where I had the misfortune of staying, freely admitted rates were doubled on advice of the "hotel association." The squalor here was worse than Forrest Rd., Bombay, India. The cockroaches walked off with two pieces of luggage.

The race was a financial flop—and certainly anything but an artistic success. They said Ulmann dropped \$30,000, but an insider told me the cagey promoter tapped a number of firms and individuals for the scratch necessary to stage the event and that "he actually

(Continued on Page 11)

2 Full Pages of Photos Appear In Center Spread

Please turn to Page 2 for stories, photos and charts of CSCC Riverside races.

And a big splash of copy and photos of the Nassau races appears on Page 3.

Plus two full pages of photos of the Sebring and Nassau action on Pages 6-7.

MOTORACING went up four pages to 12 to give you added written and pictorial coverage.

Ireland 5th; Von Trips 6th

At presstime, the following was received from Sebring Grand Prix racing officials:

"Previous results showed No. 4 Ferrari (von Trips) in fifth place and No. 10 Lotus (Ireland) in sixth place. The final correct positioning of the two cars is now reversed. The Lotus No. 10 finished fifth and the Ferrari No. 4 sixth.

"The International Race Regulations, Article 26, demand that cars be classified for the finish according to the complete number of laps covered. However, if a car takes more than three times that of the fastest lap during the race at Sebring (this was 3 minutes, 5 seconds) to complete its last lap, the latter cannot be taken into consideration when computing the distance covered by the car involved.

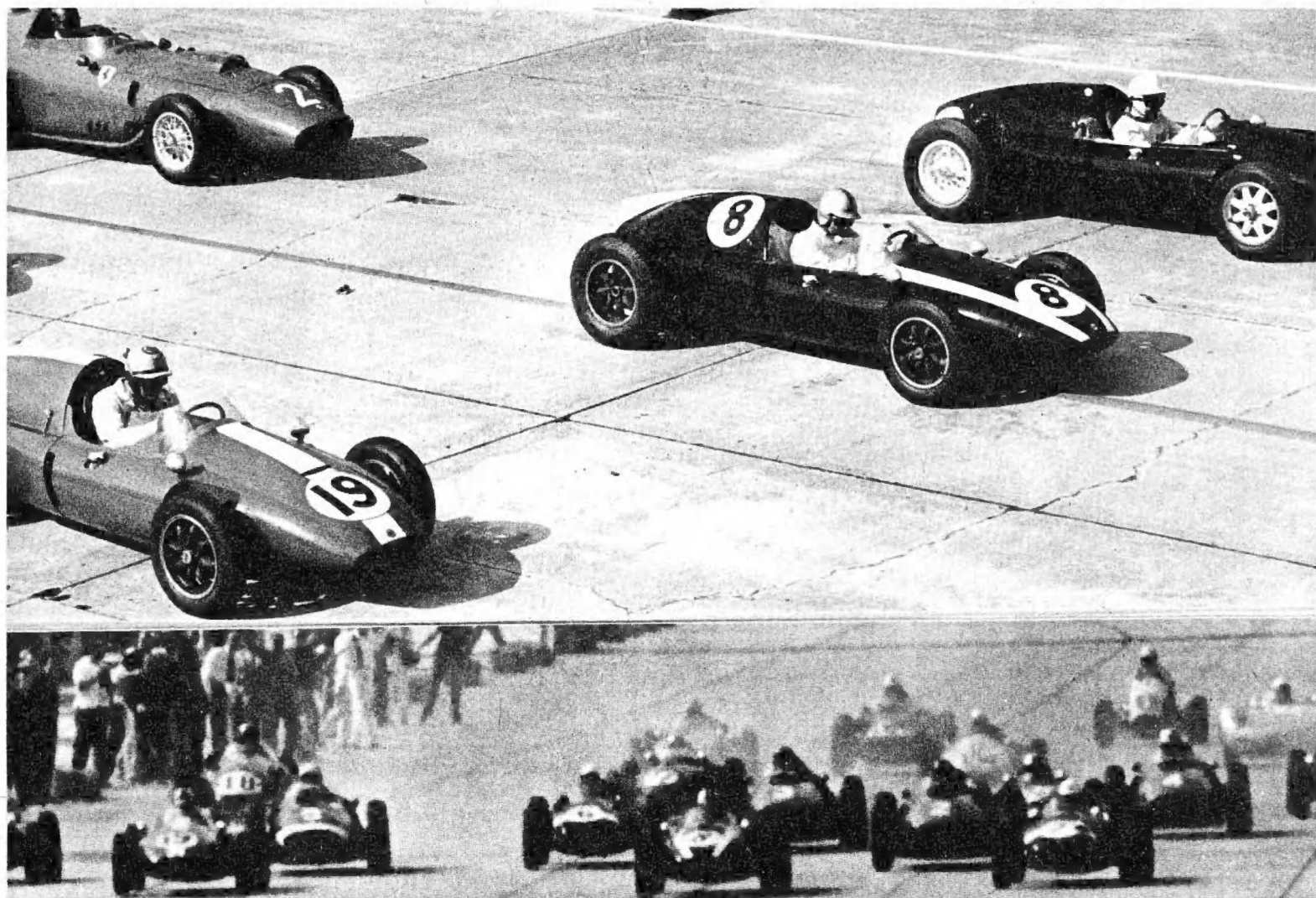
"The Ferrari car No. 4, due to mechanical difficulties took 12 minutes, 6.2 seconds to complete its last (39th) lap. Hence, the last lap must be discounted. This decision causes the Lotus No. 10 to be awarded fifth place and Ferrari No. 4 reverts to sixth place."

5th Year — No. 4 Culver City, Calif.

Dec. 11-18, 1959

(Published bi-weekly except last issue of calendar year)

25c



STIRLING MOSS (top right) booms to the front as flag fell in first US Grand Prix at Sebring, Fla. Others in front row are Harry Schell (left) and Jack Brabham. All are Cooper-Climaxes. Tony Brooks' Ferrari is in second row.

Bottom: Field thunders away, with Moss (7) in front, followed by Brabham (8). Brooks (2) is between them, and Maurice Trintignant (6) is to the left of Brabham. (MOTORACING photo by Gus V. Vignolle).

M'Claren Captures GP; Brabham 4th - No Fuel

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

U. S. GRAND PRIX RACING CHART

Pos.	Driver	Car	Laps	Time	Miles	Avg. Speed
1.	Bruce McLaren	Cooper-Climax	42	2:12.35.7	218.4	98.83
2.	Maurice Trintignant	Cooper-Climax	42	2:12.36.6	218.4	98.84
3.	Tony Brooks	Ferrari	42	2:15.36.6	218.4	98.53
4.	Jack Brabham	Cooper-Climax	42	2:17.33.0	218.4	95.04
5.	Innes Ireland	Lotus	39	2:13.49.4	202.8	89.58
6.	Wolfgang von Trips	Ferrari	38	2:00.30.6	202.8	91.68
7.	Harry Blanchard	Porsche RSK F2	38	2:16.34.2	197.6	86.82
8.	Roy Salvadori	Cooper-Maserati	24	DNF	Gearbox	
9.	Cliff Allison	Ferrari	23	DNF	Clutch	
10.	Rodger Ward	Offenhauser-Kurtis	21	DNF	Clutch	
11.	Alessandro DeTommaso	OSCA	14	DNF	Brakes	
12.	Phil Hill	Ferrari	9	DNF	Clutch, fr. brakes grab	
13.	Frederico D'Orey	Tec Mec-Maserati	7	DNF	Throwing Oil	
14.	George Constantino	Cooper-Climax	6	DNF	Overheating	
15.	Harry Schell	Cooper-Climax	6	DNF	Clutch	
16.	Stirling Moss	Cooper-Climax	5	DNF	Gearbox	
17.	Alan Stacey	Lotus	2	DNF	Gearbox locked	
18.	Boris Said	Connaught	1	DNF		

FASTEST LAP—Maurice Trintignant, Cooper-Climax, 3m. 05.0s., 101.13 mph.

SEBRING, Fla., Dec. 12 — Two handsome members of the fading British Empire figured here today in the first United States Grand Prix road race.

Bruce McLaren, 22, of Auckland, New Zealand, won his first Grand Prix after the leader from the sixth lap, Jack Brabham, of Sydney, Australia, ran out of gas on the last lap and finished fourth.

The setting was tremendous here on this cold, windy day that wound up with a deluge shortly after the race was over.

The world drivers' championship was to be decided. Brabham was on top, but either Stirling Moss or Tony Brooks of England could have snared the bauble.

Moss, who is horribly hard on machinery, completed only five laps. Brooks, a London dentist who impressed this observer tremendously, finished third to lead the

Ferrari contingent. That left him out.

Coopers Score

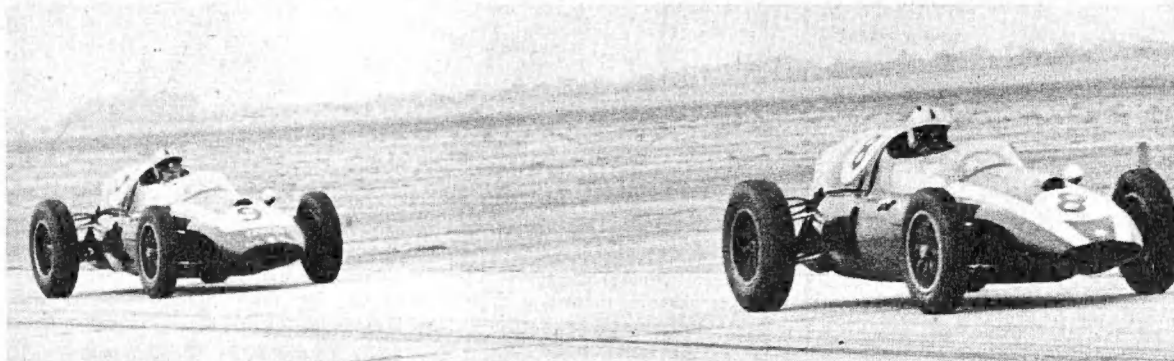
Both McLaren and Brabham drove rear-engined factory Cooper-Climaxes.

McLaren averaged 98.83mph for the 218.4-mile race around 42 laps of this killing 5.2-mile airport course.

He won by only one second over the stoic little Frenchman, Maurice Trintignant, also driving a Cooper-Climax.

Then, still in the same 42nd lap, came Brooks and Brabham. Three laps behind, in fifth place, was Count Wolfgang von Trips, of Germany, in a Ferrari, followed by Innes Ireland, of Scotland, in a Lotus, and Harry Blanchard, of Greenwich, Conn., in a Porsche single-seater, the only American

(Continued on Page 5)



HERE IS the way it was for almost all of the US Grand Prix. Jack Brabham's factory Cooper leads Bruce McLaren, who was waved to the front when Brabham ran out of gas on

last lap. It was as though Brabham was towing McLaren. (MOTORACING photo by Gus V. Vignolle)

Success? No! Fans Off Early

BY HENRY N. MANNEY III
MOTORACING Staff Writer

SEBRING, Fla., Dec. 12 — As a venture into the unexplored field of Grand Prix racing in the U.S., the GP at Sebring was hardly a smashing success money-crowd- or spectacle-wise but it did provide the all-important thin end of the wedge towards European participation. How then did it fall short of expectations?

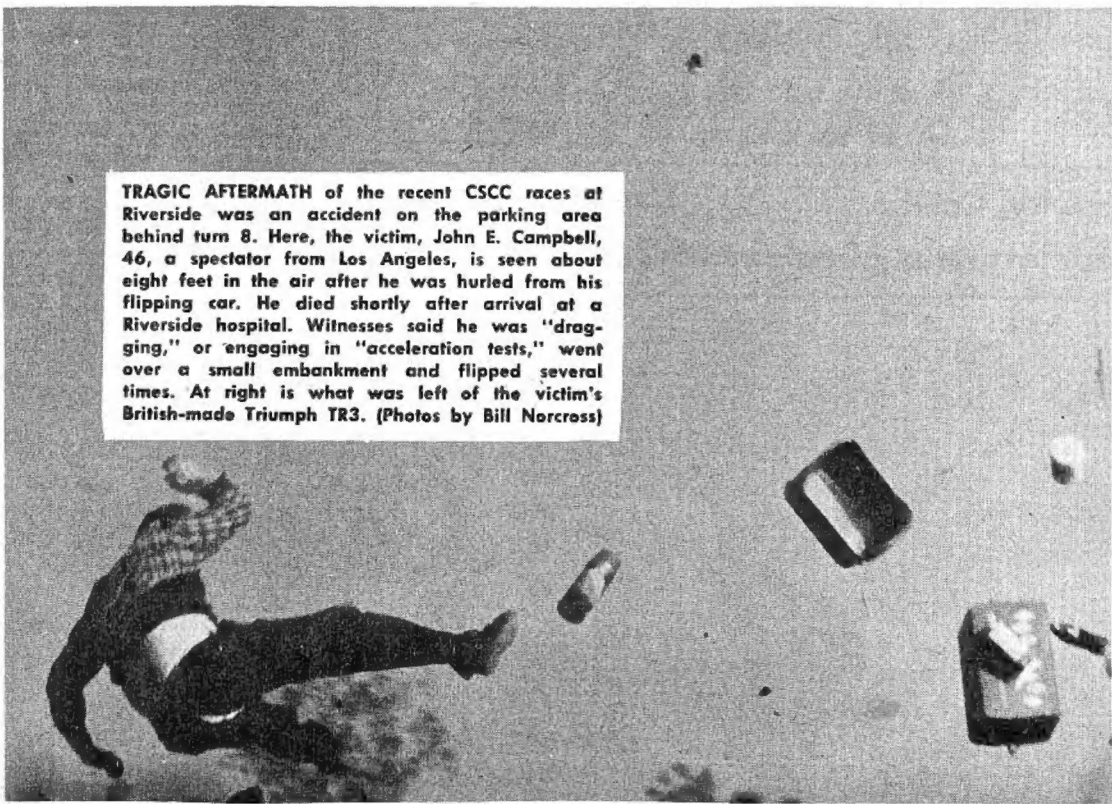
Surely there were enough interesting entries and name drivers (with only the spear-carrier BRM and Aston Martin teams absent) to guarantee a rousing turnout, with the added attraction of Rodger Ward's giant-killing midget. Yet there was not the attendance (Continued on Page 10)



AT SEBRING FRONT—Henry N. Manney, III (left), MOTORACING'S European correspondent, and R. B. Bensted-Smith, writer for THE MOTOR of London.

Speeding Spectator Killed at Riverside Races

TRAGIC AFTERMATH of the recent CSCC races at Riverside was an accident on the parking area behind turn 8. Here, the victim, John E. Campbell, 46, a spectator from Los Angeles, is seen about eight feet in the air after he was hurled from his flipping car. He died shortly after arrival at a Riverside hospital. Witnesses said he was "dragging," or engaging in "acceleration tests," went over a small embankment and flipped several times. At right is what was left of the victim's British-made Triumph TR3. (Photos by Bill Norcross)



BOB DRAKE racing to second place at Riverside Raceway in the 2.8 birdcage Maserati. (Photo by Robert P. Tronolone).



WINNER OF CSCC main event at Riverside was Bill Krause, shown leading the pack approaching turn 7 in Corvette-powered Mercedes. Following are Bob Drake, Maserati, and Dick Morgensen, Ferrari. (Photo by Robert P. Tronolone).



ED FREUTEL winning the formula and modified-under 1000cc race at Riverside in potent Stanguellini formula junior. Leaving turn 8 here, he is followed by Bill Wood's Panhard. (Photo by Bill Norcross).

Riverside Results

California Sports Car Club Riverside Sports Car Races, Riverside Raceway. 3.275 mile asphalt road course. Sunday Dec. 6, 1959. First 10 places and class winners only in production races.

RACE 2—PROD. G & H not qual. for Race 10, 8 laps, 26.2 mi., time 22:16 avg. 70.6mph, 15 entries.

SEC	POS.	BEHIND	DRIVER	CAR	CLASS
1	1		Grossman, D.	AH Sprite	1H
2	1		Webb, J.	D-B Cpe.	2H
3	21		Honeter, J.	MGTF	1G
4	22		Pickering, R.	AH Sprite	3H
5	25		Cunningham, P.	AH Sprite	4H
6	38		Stephenson, H.	Fiat Ab. Spy.	1I
7	39		Thompson, J.	AH Sprite	5H
8	51		Neuman, N.	AR Sprint	2G
9	52		Randolph, L. E.	AH Sprint	6H
10	89		St. Hilaire, L.	AH Sprinte	7H

RACE 3—PROD. D, E & F not qual. for Race 10, 8 laps, 26.2mi; time 20:47; avg. 75.7 mph. 30 entries

POS.	BEHIND	DRIVER	CAR	CLASS
1		Windhorst, B.	AH 100S	1D
2	9	Kunkle, P.	AC Bristol	2D
3	43	Milana, T.	Alfa Su. Spy.	1E
4	52	Ostland, J.	TR3	2E
5	55	Greycloud, A.	MGA	2F
6	58	Shorman, D.	MGA	2F
7	58.5	Nelson, C.	Elva Courier	3F
8	60	Gates, C.	Por. Spd.	4F
9	61	Elms, R.	MGA	5F
10	61.5	Atsatt, B.	Elva Courier	6F

RACE 10—1st 7 cars from races 1, 2 and 3, and Class D from Race 4. 8 laps, 26.2mi., time 19:50, avg. 79.3mph., 26 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Breskovich, J.	AH 100S	1D
2	1	O'Dell, R.	Por. Car.	1E
3	4	Parkinson, J.	AH 3000	2D
4	5	Hills, J.	Per. Car. GT	3D
5	24	Piolatto, B.	Per. Car. Spd.	2E
6	28	Kessinger, C.	Alfa Su. Spd.	1F
7	29	Barker, E.	Por. Spd.	2F
8	44	Hathaway, R.	Alfa Vel.	3F
9	45	Young, B.	AC Bristol	4D
10	46	Towers, C.	AC Bristol	5D

RACE 11—PROD. B & C, 8 laps, 26.2mi., time 18:51, avg. 83.3mph., 11 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Bondurant, B.	Corvette	1B
2	.5	Mayell, V.	Corvette	2B
3	6	Sturgis, B.	Ferr. Berl.	3B
4	29	Mears, D.	MB 300SL	1C
5	89	Saraga, F.	Jag. XK120	2C
6	99	Richardson, H.	Jag. XK120	3C
7	102	Pickens, G.	Corvette	4B
8	102.5	Culkin, P.	MB 300SL	4C
9	117	Lyon, J.	MB 300SL	5C

RACE 12—FORMULA & MODIF. UNDER 1000cc, 10 laps, 32.7mi., time 25:53, avg. 76.0mph., 19 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Freutel, E., Jr.	Stanguellini	1F1
2	10	Parkinson, J.	Fiat Ab.	1H
3	52	Wood, B.	Panhard	2H
4	84	Ross, J.	Lotus Gli.	3H
5	85	Ling, J.	AH Sprite	1G
6	90	Simon, H.	MG Spec.	2F1
7	143	Tholen, D.	Crosley Spl.	4H
8	1L23	Starbuck, J.	Moretti	5H
9	106	Scott, F.	Devon Cros.	6H
10	180	Quivey, B.	Crosley Spl.	7H
11	2L123	Cunningham, B.	Jap. Spl.	1F3
12	4L135	Smith, E.	Marretti	8H
13	5L38		Miller Spl.	9H

DNF: Jones, H., Lotus Cros.; Molle, W., Panhard; Wheeler, B., DB Panhard; Peterson, G.; Roth R., Cooper Norton; Weber C., Form III.

(Continued on Page 5)

Krause Winner; Posts New Mark at Riverside

BY W.R.C. SHEDENHELM
MOTORACING Staff Writer

RIVERSIDE, Calif., Dec. 6—Bill Krause drove a newly-rebuilt Corvette-powered, ex-Chuck Porter Mercedes-Chevy Special to a decisive win today, setting a course record, with an average 89.5mph for the 20-lap, 65.5-mile main event. The previous course record was set by Phil Hill, at last October's Grand Prix, at 89.03mph. In Saturday's Main, Krause averaged an even faster 89.7mph during the 6-lap, 19.7-mile event.

With many of the West Coast name drivers in Nassau and Sebring, the top competition for Krause came from Max Balchowsky in his Buick-engined "Ole Yaller Mk. II" and restaurateur Bob Drake in a new 2.8 liter "birdcage" Maserati. Balchowsky pitted early in the race with tire and suspension trouble, leaving Drake, in the relatively small-engined Maser to finish 52 seconds behind young Krause.

Dick Morgensen was third in his Ferrari Testa Rossa.

No Striking It

Even when Krause was assured an easy first overall, he kept his foot well into the firewall, turning repeated laps with impressive consistency. At the midpoint in the 20-lap race, Krause was clocked through the timing traps on the long back straight at exactly (Continued on Page 9)



PITSVILLE

BY MARIE DIXON

CSCC — DEC. 5-6

RIVERSIDE—Vince Mayell arrived at the track at noon Sat. with a couple of banged up cars. While towing his Corv. thru' wind conditions he suddenly drove into a sand drift. Just inside the (sand) curtain was an accident and Vince hit a stopped car. The front end of his tow car was bent and the Corv. jumped the trailer and tore up some fiberglass.

T. K. Johnson brought his MGA from Sacramento anxious for a good go at Riverside. After 3 laps of practice he was finished for the week end with no oil pressure and a flat tire. He's still wondering who lost the piece of piston that punctured his tire.

Before practice on Sat. Maurice Coleman discovered a broken axle on his F3 and became a spectator. On Sun., magneto trouble kept him from getting on the course.

Factory specs on the new 2.8 Maser were, weight 1200 lbs. with 265 horses. Bob Drake reported the wt. closer to 1400 lbs. with approximately 230 horses. Bob is very enthusiastic about the car but is playing it cool until he gets to know it.

Talking about being enthusiastic—many people were about Ed Freutel's Stanguellini. Formula Jr.'s. going to GO, GO, GO!!

A bent front suspension was Jerry Ostland's trouble after he rode the rail thru' turn 9 in Sat. practice. Paris came from L.A. Sun. morning and the TR3 was ready in time for his race. Jerry had a smile from ear to ear after he won his class. Now that he's broken his jinx with CSCC he'll quit racing.

There was no racing for Mark Cummings after he hit the guard rail in turn 1 and went off the course in his Cm spl. Besides a lot of bent metal, he (Continued on Page 10)

MOTORACING AND ECONOMY CAR NEWS

Published Bi-weekly, except last issue of calendar year by V. & P., Inc. 3862 Westwood Blvd. Culver City, Calif. HOLLYWOOD 9-3594

For the Classified Advertising Department only: 4041 Marlon Ave., Room 208, L.A. 8 or phone AX. 2-0287.

No. Calif. Advertising, Subscriptions & Editorial Wm. L. Finebrock Co., 1201 Van Ness Ave., San Francisco 9. TUXEDO 5-4050

Gus V. Vignolle Editor & Publisher Jules Delancey Advt. Mgr. June Vignolle Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127 Culver City, Calif. YEARLY SUBSCRIPTION RATES

Domestic \$3 — Foreign \$4 Entered as second class matter at Culver City, Calif. Manuscripts, photos or artwork, submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork. Copyright 1959

Subscribe to
MOTORACING

Action Galore on Nassau Race Front



ROARING ACTION—The field thunders off in Le Mans-type start for the big Nassau Trophy sports car race in the Bahamas. Front row, from left: Richie Ginther, Ferrari; Pedro Rodriguez, Ferrari; and Gaston Andrey, Maserati. At this point Andrey has already twice pranged Rodriguez' car.

later belted him again, causing the Mexican boy to spin out at turn 2. Third from left in second row is Phil Hill, who took second in Ferrari. (Photo by Bahamas News Bureau).



GEORGE CONSTANTINE blazes to victory in 4.2 Aston Martin to win \$11,000 in Nassau Trophy race.

(Photo by Bahamas News Bureau)



JIM YAMANE, Japanese-American from Hollywood, Calif., won first annual International Grand Prix for karts at Nassau. He averaged 44.139mph for 100-lap 50-miler, won \$2000. He built racer himself. Presenting trophy is Sir Sydney Oakes, president of the Bahamas Automobile Club.

Nassau Trophy Road Race Worth \$31,000

1. George Constantine (Aston-Martin DBR2)	\$7500
Shell Oil Co.	2000
KLG Spark Plugs	1000
	\$10,500
2. Phil Hill (3.0 Ferrari)	\$3500
3. Robert Holbert (Porsche RSK)	2500
4. Jack Brabham (Cooper Monaco)	1250
5. Joakim Bonnier (Porsche RSK)	1000
6. Harry Blanchard (Porsche RSK)	750
CLASS WINNERS	
B. Jim Jeffords (Chevy-Scarab)	500
C. G. Constantine (Aston Martin)	500
D. Phil Hill (Ferrari)	500
E. Robert Holbert (Porsche RSK)	500
F. Joakim Bonnier (Porsche RSK)	500
G. R. C. Macon III (1100 Lotus)	500
H. Oliver C. Schmidt (750 OSCA)	500
Starting Money	\$8,000
Total	\$31,000

National Road Racing Championship USAC - 1959

- 1 August Pabst
- 2 Lloyd Ruby
- 3 Jim Jeffords
- 4 Loyal Katskee
- 5 Chuck Daigh
- 6 Ken Miles
- 7 John Fitch
- 8 Art Buncker
- 9 Phil Hill
- 10 Sam Weiss

30,000-MI. RIDE

Four Austin family saloon cars have completed a 30,000-mile proving test in only eight weeks on German autobahnen.



REX WOODGATE of Aston Martin (checkered cap) is one of first to congratulate popular George Constantine following his victory at Nassau. (Photo by Bahamas News Bureau).

Constantine In Nassau Win

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

NASSAU, Bahamas, Dec. 6—Here in the gloaming as the tropic darkness sets in, an eastern driver at long last wins the sixth annual international Nassau Trophy sports car race.

It is an overwhelmingly popular victory for a very well-liked driver—George Constantine, 41-year-old grandfather and public relations man from Southbridge, Mass. He drove a 4.2 Aston Martin DBR2 and averaged 87.26mph for 49 laps around the rugged 4.5-mile, 18-curve Oakes Field course.

The 220.5-mile race was shortened seven laps because of the fast-falling tropic darkness.

Constantine won by 31 seconds over Phil Hill, and his victory is well-deserved. Where others had to stop for fuel and tires, he did not make a pit stop. George led from the 37th lap.

Hill should have won his second Nassau Trophy race in Eleanor von Neumann's 3-liter Ferrari, the one Hill drove to victory at Riverside last October. More on this aspect of it later.

(Continued on Page 11)

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



HO, HO HO and a bottle of gin! Merry Christmas and a Happy New Year to each and every sports car fan with his or her little red pig eyes sparkling with yuletide spirits.

Gee, it has been a great year, really, what with a lot of jazzy races, with the pros taking a more sensible approach to the sporty cars, with yr obt svt shaving his beard, thereby, finding undreamed-of chins and gaining a wife somehow in the whole proceedings. Just goes to show you where leading a clean, healthful life will lead one.

Sebring Rumor

We have heard from our tremendously widespread network of spies and otherwise questionable friends that one of the drivers at Sebring entered a dirt track mid-geet. The car was brought to the course on a trailer, of course. The car ran the qualifying laps, but on race day sat in the pits the entire race. The driver stayed in the car, with a swell view of the race, pretending to be fiddling with it. Worked the hand pressure pump like mad every so often. He really only wanted the good seat. Didn't even have fuel in the tank. Special tube into the cockpit. Hand pump pressured the tank. Tank full of gin. Drive also tanked. Tanks for nothing.

Oh, Rally Now

Did we ever tell you about the rally we went on in Oklahoma. Well, sir or madame as the case may be, just you pull up that drum of nitro and sit down. It seems somehow that we managed to miss the first turn, leaving the parking lot. The trouble was that all the instructions still fit, in a manner of speaking. Didn't see another sporty car for hours, which made us pretty smug, knowing that we were the only ones who were following the correct route.

Ended up in the Norman, Oklahoma, city dump with the next instruction reading, "Turn right." Being a bit adverse to garbage, we gave up and opened the emergency envelope. We were only 5 miles south of the end point, which was, strictly for the records, in the city dump in Edwards, Oklahoma.

Well, actually it wasn't a city dump, it was a private dump. Horrid place. Even the bugs had bugs. Men's room was so small that even the proverbial mice were hunched back. When anyone opened the door, wow! Coldest door knob we ever felt.

Romance Ajar

That's when we were courting this here Okie lady driver. Weight

ed 210 pounds. Wasn't fat, though. Was pretty tall. As a matter of fact, she was pretty thin. Used to wear a sack dress. Potato sack. Looked like a bag full of chisels.

She had high cheek bones. Thought they were high cheek bones. Thought she might be an Indian. Turned out she chewed tobacco. Hit her in the face one night before we became cognizant

of the fact. End of romance.

Song of Songs

We haven't had time to work the thing out completely, but we have a few lyrics for the song "You're Not Sick, You're Just in Love," from "Call Me Madam!"

Comment: You're not in love, you're just sick.

"Research has shown that sports car drivers who eat apples are more relaxed and at ease than sports car drivers who don't eat apples"—Manuel Otumba.

Coming — Mt. Rebecca Hillclimb Acapulco, Mexico.

Notice — Bluff subject to slides. Use park at your own risk.

Attention, CSCC Members !! Cast Your WRITE-IN VOTE For Walter Coleman

(Five years Grid Steward)

For 1960 Board of Governors

Walter Coleman has been one of the most loyal and devoted Cal Club members for many years.
(Space donated by the many friends of Walter Coleman)

*TRIUMPH TR3
*ALFA ROMEO
*RENAULT
*HILLMAN MINX
*PEUGEOT
*BORGWARD
*DKW

DRIVE
THEM ALL
COMPARE
AT ONE TIME

\$25 down
36 months to pay

NICK
PASTOR

3451
FIRESTONE
South Gate,
California

LORaine
7-2161



DISTRIBUTOR



"LEFTY" JENKINS

TIRE RETREADING FOR RACE OR STREET

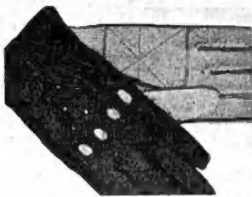
4400 FIRESTONE BLVD. LO 4-2471 SOUTH GATE

GIFT SUGGESTIONS

From our all-around selection of quality Accessories, including a complete stock of Stan Mott and Paul Bailey Christmas Cards.

For Your Convenience

We will be open evenings 'til Christmas — daily through Sat., 9 to 9, with free parking corner Melrose & Seward.



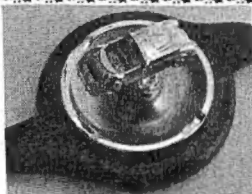
GRAND PRIX DRIVING
GLOVES Extremely
light weight, in tan or
black calf. Features
double palm, vented
back, and insert thumb.
Sizes 6 1/2-10. \$7.95
tan. \$8.95 black.



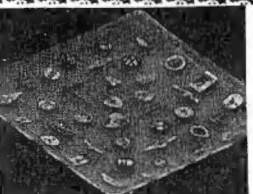
SHIFT KNOBS Polished
aluminum, sturdy grip.
Crest Knobs for MG,
TR, VW, Fiat, \$2.25.
Plain Knobs, threaded
to fit most foreign cars,
Corvette, and T-Bird,
\$2.25.

Gearshift Extension for
Porsche, VW, Renault,
Jag, Corvette, \$1.35.

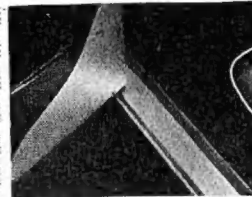
Chrome Knobs (not
adaptable to exten-
sions), \$3.65.



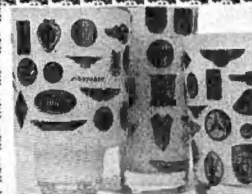
KNOCK-OFF HUB ASH
TRAY Gold plated,
mounted on distinctive
walnut base. For Aus-
tin-Healey, TR, Porsche
Speedster, MG-A, VW,
Corvette, Ferrari or
Renault \$11.95. Jaguar
\$100, \$12.95.



EMBLEM PLATTER The
gift with appeal. 9"x9"
crested platter, 24K
gold emblems fired on
highest quality glass-
ware. Can be used for
variety of occasions as
candy or hors d'oeuvres
dish, decorated ash
tray, etc. \$9.95.



THRESHOLD PLATES
Attractive and practical.
Patterned aluminum, in-
cludes self-tapping
screws. Porsche (cover
carpeted threshold),
MG-A, TR, Alfa (cover
painted metal threshold
section).
\$4.95 set. Sprite,
\$3.95 set. XK140,
XK150, \$5.95 set.
KICK PLATES Matching
patterned aluminum,
prevents scuff and
wear. For MG-A, TR,
A-H, Porsche Speedster,
Sprite, \$4.95 set. Alfa
(except Coupe), \$3.95.



EMBLEM GLASSES For
gifts of distinction,
three styles of finest
crystal glassware fired
with 41 sports car em-
blems in 24K gold, out-
lined in black. Old
Fashioned, Highball, or
Swedish Goblet. Each
style available in sets
of four. \$9.95 per set.

PACIFIC COAST Point Standings

By ERIC HAUSER



The first order of business in my report of final standings for the 1959 racing season on the West Coast is to thank all of the drivers for their sportsmanship, courtesy, and forbearance in the instances where I have been in error in reporting their points. It is gratifying to be able to state that there has been not a single example of irascibility on the part of drivers whose point standings had been incorrectly reported. To those drivers I can only say that I am truly sorry, and that I will attempt to do a more accurate job next year.

The method of scoring will be changed next year in an attempt to improve the scoring technique. A driver will receive one point for every driver he beats in his own class or in a faster class. I think it is logical to assume that it is more difficult to win a race with thirty cars entered than it is to win with only ten cars entered in the race. It therefore seems to follow that the winner of the race with a thirty car entry should receive a proportionately greater point award. I also intend to list the top six drivers in each category instead of only five, as was the case during this past year.

Here are the final results for 1959. I have taken the liberty of adding the names of drivers who, although they failed to make the list this year, have demonstrated enough ability to warrant an honorable mention as my candidates for listed ranking in 1960.

Modified Over 2000 cc.

1. Dick Morgensen	3.0 Ferrari	125
2. Jack Flahterly	3.8 Lister-Jag.	58
3. Bill Krause	5.7 Merc.-Corv.	54
4. Richie Ginther	4.1 Ferrari	52
5. Lloyd Ruby	4.5 Maserati	29
6. Max Balchowsky	6.6 Belsky Spl.	28
7. Chuck Daigh	5.7 Maserati	24
Bob Drake	Bob Oker	
C. S. Howard	Pete Woods	
Skip Hudson	Gordon Glyer	
Don Huletto		

Class E Modified

1. Sam Weiss	Porsche RSK	112
2. Ken Miles	Porsche RSK	85
3. Gordy Glyer	2.0 Ferrari	54
4. D. D. Michelmore	Porsche RS	46
5. Jay Chamberlain	Lotus	32
6. Jack McAfee	Porsche RSK	25
Chuck Cornett	Chuck Parsons	

Class F Modified

1. Bob Drake	Cooper-Climax	35
2. Eldon Beagle	Porsche RS	30
3. Joe Playan	Porsche RS	24
4. Don Wester	Porsche 550	23
5. Bill Leyden	Oscar	22
6. C. S. Howard	Porsche RSK	20
Emil Pardee	Scotter Patrick	

Class G Modified

1. Art Snyder	Lotus	101
2. Frank Monise	Lotus	70
3. Jim Lowe	Lotus	61
4. Stan Peterson	Lotus	28
5. Jack Reddish	Lotus	28
6. Marion Lowe	Lotus	20
7. Kurt Neumann	Lotus	18
Ed Leslie	Steve McQueen	

Class H Modified

1. Harry Jones	Lotus-Crosley	104
2. Bill Moller	Frchid-Pnhrd	73
3. Jim Parkinson	Fiat-Abarth	38
4. Bill Wood	Deutsch-Bonnet	23
5. Chuck Gounis	Cronley	20
6. Don Miller	Miller Spl.	18
Harry Eyerly	George Peterson	

Class B Production

1. Bob Bondurant	Corvette	85
2. Vince Mayell	Corvette	62
3. Hugh Harn	Corvette	43
4. A. Porterfield	Corvette	34
5. Dean Goddes	Corvette	28
6. Buford Lane	Corvette	27
7. Ray Altman	Corvette	24
Bob Dickson	Bill Sturgis	
Tony September		

Class C Production

1. Dean Mears	M-B 300SL	118
2. Hap Richardson	Jaguar	53
3. Peter Cullin	M-B 300SL	34
4. Frank Saraga	Jaguar	22
5. Gail Carver	Jaguar	15
6. Dave Ridenour	Jaguar	15
George Duncan		

Class D Production

1. Jack Breakovich	A-H 100S	50
2. Jimmy Moore	Porsche GT	39
3. Bob Windhorst	A-H 100S	36
4. D. Michelmore	Porsche GT	32
5. Lew Spencer	AC Bristol	30
6. John Barneson	Porsche GT	24
Jay Hills	Jim Parkinson	
Steve Herrick		

Class E Production

1. R. W. Kastner	Triumph	69
2. Ron O'Dell	Porsche C'r'a	57
3. Gary Beitel	Porsche	37
4. Ron Bucknum	Porsche	31
5. Henry Montonen	Porsche	26
6. George Suively	Austin Healey	24
Bob Piatotto		

Class F Production

1. Frank Aldhous	Alfa Romeo	55
2. Ron Hathaway	Alfa Romeo	36
3. Ted Conrad	Porsche	30
4. John Lumkin	MGA	29
5. Ed Barker	Porsche	26
6. Chuck Kessinger	Alfa Romeo	24
Steve Froines		

Class G Production

1. John English	Alfa Romeo	68
2. Dick Hayward	Alfa Romeo	55
3. Jim Fouch	Alfa Romeo	35
4. Steve Dredge	MG	29
5. Jack Rebnay	Alfa Romeo	24
6. Bruce Augustus	Alfa Romeo	21
Ron Cowherd	Mark Sanders	
Jim Honeter		

Class H & I Production

1. Dan Parkinson	Fiat-Abarth	60
2. P. Cunningham	A-H Sprite	52
3. Willie West	Fiat-Abarth	45
4. Jim Parkinson	Fiat-Abarth	41
5. D. Grossman	A-H Sprite	30
6. Ray Pickering	A-H Sprite	25
John Webb		

Women - Over 1600 cc.

1. B. Windhorst	A-H 100S	62
2. Mary McGee	AC Bristol	26
3. Joan Galloway	Lotus s/c	25
4. Ginny Sims	Corvette	24
5. Gail Liebaert	AC BRISTOL	15
6. Marie Dixon	Maserati	14
Barbara Nieland	Ruth Doushness	

Women - Under 1600 cc.

1. Betty Shutes	Porsche RS	72
2. Sunny Baker	Porsche	67
3. Marion Lowe	Lotus	38
4. Pru Baxter	Lotus	30
5. Odette Bigler	MG	24
6. Mary Davis	Cooper	19
Alice Warren	Pat Stadel	

Specialists in Service for
Jaguar - MG & Austin Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIF.
Webster 4-2665

America's Most Experienced
TRAVEL AGENCY for the
Automobile Enthusiast
DUSTY MAHON'S
Westwood Travel GR. 8-9823
1133 Glendon, Westwood Village

RENAULT DAUPHINE
PEUGEOT
SALES & SERVICE
By Factory Trained Specialist
LAIL BROS.
18 Years in the Same Location
1422 So. La Cienega OL 5-7710

jay's
SPORTS CAR ACCESSORIES

6055 1/2 MELROSE AVE. HOLLYWOOD 38
PHONE Hollywood 2-6905

Add 4% tax in California
WRITE FOR ILLUSTRATED BROCHURE

McLaren Wins Grand Prix At Sebring

(Continued from Page 1)

to finish.

That's all there were — seven finishers out of a starting field of 18. And only five finished under their own power. Brabham had to push his mount across the finish line, and so did von Trips.

No Cliff-Hanger

This was no cliff-hanger for a crowd that was closer to 10,000 rather than the 15,000 announced by the promoter, Alec Ulmann.

Conditions were horrid — a wind plus smoke blasting right to the course from a brush fire near the town.

Brabham, who had nothing to worry about after Moss blew, developed a fuel leak on the last lap—about 500 yards from home. He waved McLaren on, got out and started pushing.

It was a brutal push. Trintignant and Brooks went by. It made no difference as far as the title was concerned, but he pushed and he pushed. He collapsed at the end, and it is a wonder that he revived, what with the crush of miserable photographers, legit and phonies, who wouldn't step back to give the man fresh air to breathe.

The story of the race is a simple one.

At the start there was a helluva beef over Harry Schell (privately-entered Cooper-Climax) being on the front line. The slate called for Moss, Brabham and Brooks... and that was the way the qualifying times stood.

But apparently Schell, a colorful American who lives in Paris, had posted a faster time at the final qualifying session. He gesticulated wildly with officials at the starting grid. He was allowed on the front row.

Terrific Start

McLaren got a tremendous start from the fourth row. He shot to the inside. In no time he was up with Moss, who blasted into the lead, and Brabham. And that was the way they came around the first time, with Hill, Ireland, Trintignant and Allison in pursuit.

On that first lap Brooks got a prang from his Ferrari teammate, von Trips, and he came into the pits. This proved extremely costly and it knocked him back to 15th place.

At the windup Brooks was three minutes off the pace.

But Brooks flew after that pit stop. By the ninth lap he was sixth, fifth on lap 24, fourth on lap 39, and third on the 42nd, when Brabham ran out of petrol.

Moss was barreling away, but he never came around for the sixth tour. The gearbox was kaput. He had a right to be a picture of dejection. Four times he had been runner-up to Fangio and Hawthorn. And this year he wasn't even second; Brabham, a quiet, good natured Aussie, earned his first title, and he was followed by

(Continued on Page 11)

Final 1959 Championship Drivers' Standings

Pos.	Driver & Country	Finishing Position & Points Won (* - fastest lap of race)								Total
		Mona	Neth	Euro	Brit	Germ	Port	Ital	U.S.	
1	Jack Brabham, Australia	*1-9	2-5	3-4	1-8	----	----	3-4	4-3	31
2	Tony Brooks, England	2-6	---	1-8	---	*1-9	----	---	3-4	27
3	Stirling Moss, England	---	*-1	*-1	*2-6½	----	*1-9	1-3	---	25½
4	Phil Hill, U.S.A.	4-3	---	2-6	---	3-4	---	*2-7	---	20
5	M. Trintignant, France	3-4	---	---	5-2	4-3	4-3	---	*2-7	19
6	Bruce McLaren, New Zea.	5-2	---	5-2	*3-4½	---	---	---	1-8	16½
7	Dan Gurney, U.S.A.	---	---	---	---	2-6	3-4	4-3	---	13
8	Joakim Bonnier, Sweden	---	1-8	---	---	5-2	---	---	---	10
9	Masten Gregory, U.S.A.	---	3-4	---	---	---	2-6	---	---	10
10	Harry Schell, USA-France	---	---	---	4-3	---	5-2	---	---	5
11	Innes Ireland, England	---	4-3	---	---	---	---	---	---	3
12	Olivier Gendebien, Belg.	---	---	4-3	---	---	---	---	---	3
13	Jean Behra, France	---	5-2	---	---	---	---	---	---	2
14	Cliff Allison, England	---	---	---	---	---	---	5-2	---	2
15	W. Von Trips, Germany	---	---	---	---	---	---	---	5-2	2

(Races: Monaco, Netherlands, Europe, Britain, Germany, Portugal, Italy and Sebring.)

(Points: 1st, 8; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; Fastest Lap, 1. Best five out of eight races count.)

18 Cars On The Starting Grid at Sebring

HARRY SCHELL (Cooper-Climax) 3m. 11.2s (?)	JACK BRABHAM (Cooper-Climax) 3m. 03s	STIRLING MOSS (Cooper-Climax) 3m.
MAURICE TRINTIGNANT (Cooper-Climax) 3m. 06s	CLIFF ALLISON (Ferrari) 3m. 06.8s	TONY BROOKS (Ferrari) 3m. 05.3s
PHIL HILL (Ferrari) 3m. 07.2s	BRUCE McLAREN (Cooper-Climax) 3m. 08.5s	WOLFGANG VON TRIPS (Ferrari) 3m. 06.2s
BORIS SAID (Connaught) 3m. 27.3s	ALAN STACEY (Lotus) 3m. 13.8s	INNES IRELAND (Lotus) 3m. 08.2s
GEORGE CONSTANTINE (Cooper-Climax) 3m. 30.6s	ROY SALVADORI (Cooper-Maserati) 3m. 12s	ALESSANDRO DETOMASO (OSCA) 3m. 28s
FRITZ D'OREY (Tec Mec-Maserati) 3m. 33.4s	HARRY BLANCHARD (Porsche 1500 F2) 3m. 32.7	RODGER WARD (Offenhauser Kurtis) 3m. 43.8

RIVERSIDE RACE CHARTS

(Continued from Page 2)

RACE 13—WOMEN, 5 laps, 19.65mi., time 15:19, avg. 77.0mph. 12 entries.

1	Shules, B.	Por. RS Spy.	1F
2	Sims, G.	Corvette	1B
3	Windhorst, B.	AH 100S	1D
4	Warren, A.	Alfa Su. Spy.	2F
5	Baker, S.	Porsche S Spd.	3F
6	Stadel, P.	Elva Courier	4F
7	Liebaert, G.	MGA doc	1E
8	Taylor, N.	Lotus MG	5F
9	Widgren, N.	MB 300SL	1C
10	Kimble, T.	Alfa Spy.	1G

RACE 14—MODIF. OVER 1000cc, 20 laps, 65.5mi., time 43:55, avg. 89.5mph. a new course record.

1	Krause, B.	Mercedes Corv.	1C
2	Drake, B.	Maserati 2.8	1D
3	Morgensen, D.	Ferrari TR	2D
4	Woods, P.	Devin SS Chev.	2C
5	Neumann, K.	Lotus Climax	1G
6	Blackwell, C.	"D" Jag	1C
7	2L12	Talbot Lago Sprt	3C
8	65	Porsche RS Spd	1F
9	156	Lotus MG DOHC	1E
10	3L1138	Lotus Climax	2G
11	6L127	Chev.	5C
12	14L127	Lotus Climax	3G

DNF: Balchowsky, M., Buick Spl.; Harris, B.; 216, Pigott, J., Lotus Climax; Taylor, S., Lotus MG.

★ SUBSCRIBE TO MOTORACING ★



KEN MILES
Invites you to test drive
FIAT
Alfa Romeo
LANCIA
at the
Big Store
Universal Auto
4100 Lankershim
N. Hollywood
TR. 7-3187

EXPERT SERVICE FOR
PORSCHE
VOLKSWAGEN

WHERE
COURTESY
AND
QUALITY
ARE
FIRST

MICHELMORE MOTORS
6957 RESEDA BLVD.
DICKENS 4-7187

RESEDA

The Latest...

The Best Racing Retreads
That Money Can Buy

DUNLOP



DUNLOP

The Greatest....

Something New Added
A New Racing Tread Pattern
Wider and Flatter

DUNLOP

Gardner - Reynolds carries a complete line
of famous imported DUNLOP tires & tubes.
Gardner-Reynolds recaps all sizes of
imported car tires with 100% natural road rubber.
All work guaranteed against defects in
workmanship without limit as to time or mileage.

GARDNER-REYNOLDS, INC.
4758 E. Olympic Blvd., Los Angeles 22, Calif. ANGelus 9-0707

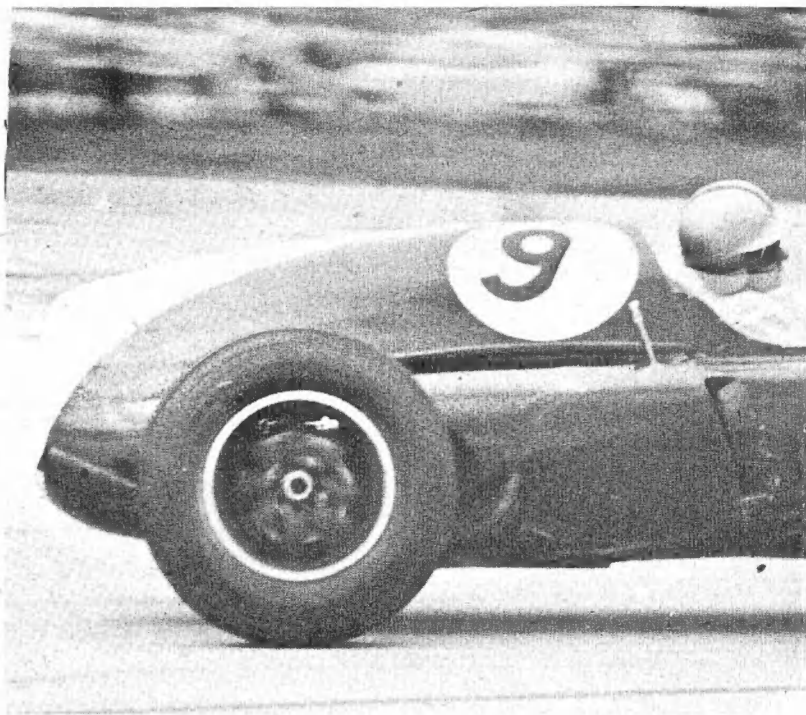


MOTORACING Covers Highlights at First



OK, LET'S CLEAR THE GRID—Drivers, officials, reporters and photographers (phony and otherwise), freeloaders and hangers-on swarm the grid as the racers are wheeled on

the grid for the first US Grand Prix at Sebring. Note empty grandstand in background.

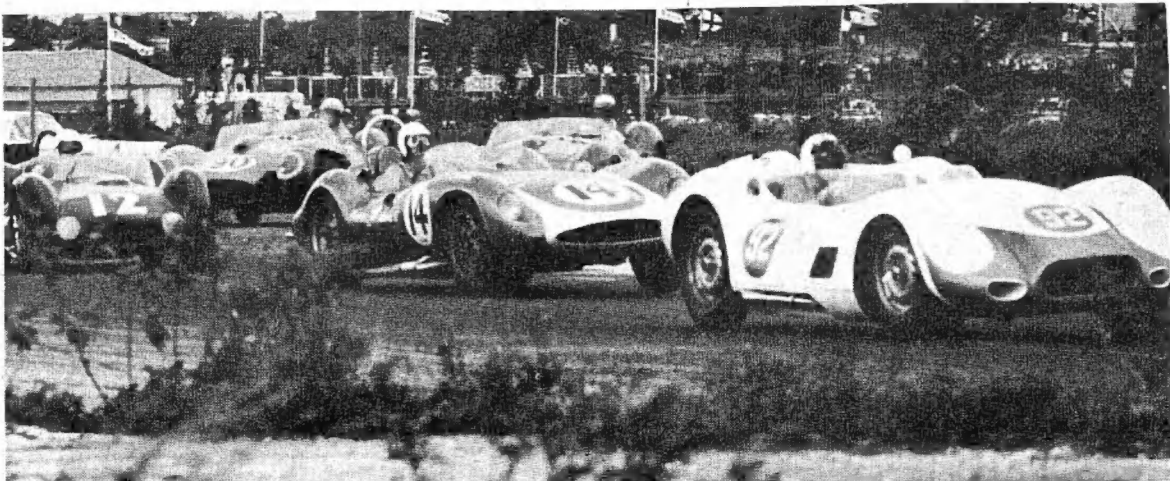


WINNER BRUCE McLAREN AT 5

All Sebring shots are MOTORACING photos by Gus V. Vignolle; Nassau photos by Vignolle and Bahamas News Bureau.

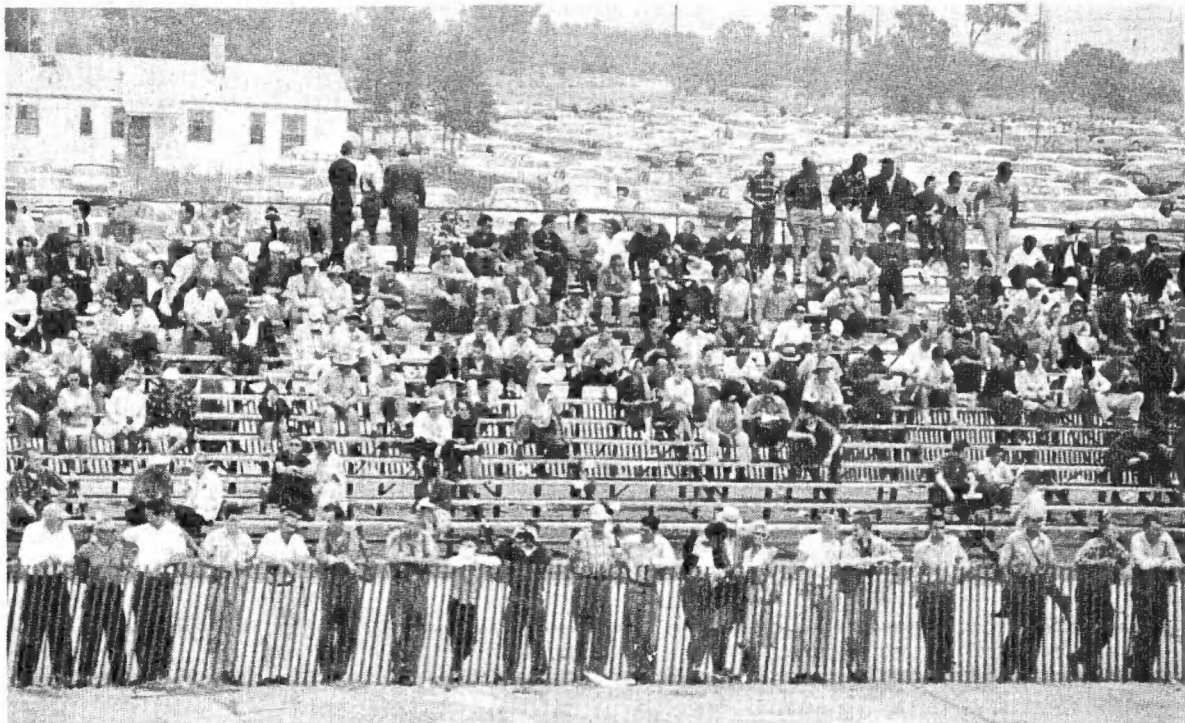


SEBRING SIDELIGHTS—Top to bottom: Legit and Mickey Mouse cameras are trained on World Champion Jack Brabham as he is about to be paraded around course before GP; Stirling Moss obliges by giving his autograph to a feminine admirer. Man with furrowed brow at wheel of parade car is Donald Healey, the noted English car builder.



EARLY LEADER in Nassau Trophy race, Jim Jeffords (14), Chevy-Scarab, is about to lap R. J. Hissom, Chevy-Lister

(92). Following Jeffords are Loyal Katskee, Maserati (12), and Dr. David Lowe, Ferrari (90).



ALTHOUGH ALEC ULMANN, the promoter, expected crowd of 40,000 at first US Grand Prix at Sebring, Fla., the turnout was much smaller as is attested by one of the half-filled

bleachers. Crowd was announced as 15,000, but seemed closer to 10,000.



WORKING PRESS no doubt! At least they had press tags and are shown in restricted press area for Grand Prix at Sebring, Fla.

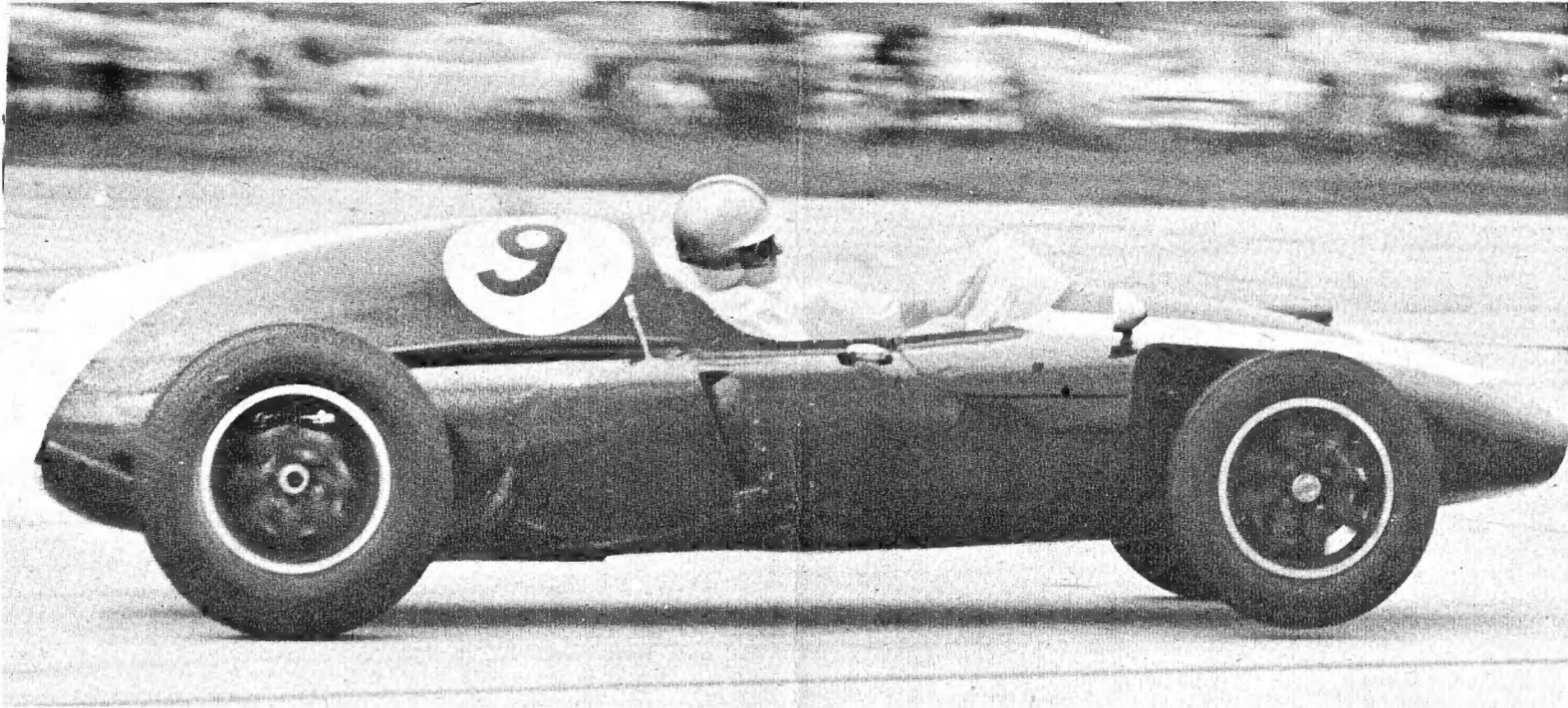


WALT HANSGEN wins first international "compact car" race in 3.4 Jaguar, a preliminary to the Grand Prix at Sebring.

Subscribe to MOTORACING

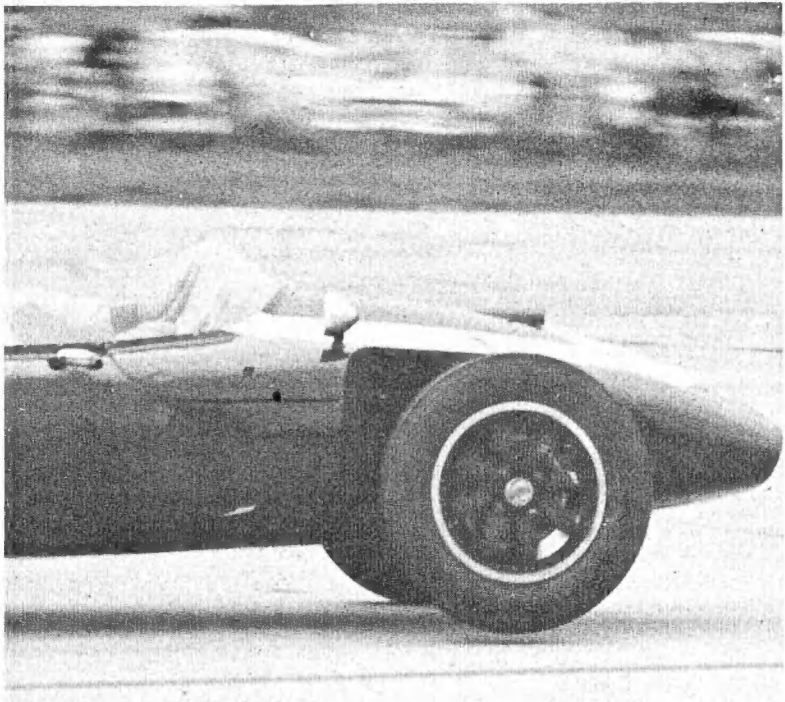


THE PRESS interviews Stirling Moss after gearbox trouble forced him out early in GP and ruined his hopes of winning world drivers' title.



WINNER BRUCE McLAREN AT SPEED IN COOPER-CLIMAX

st U.S. Grand Prix and Nassau Classic



SPEED IN COOPER-CLIMAX

★ SUBSCRIBE TO MOTORACING ★

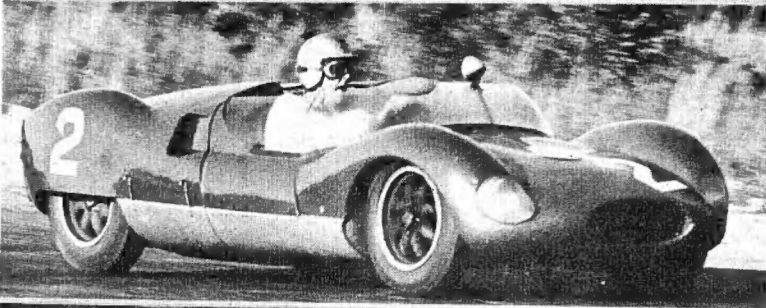
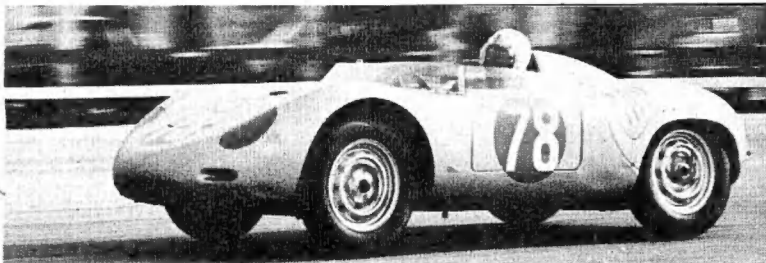


SANTA MONICA'S Phil Hill racing to second place in Eleanor von Neumann's 3-litre Ferrari in rich Nassau Trophy race. He finished 31 seconds behind George Constantine, Aston Martin.

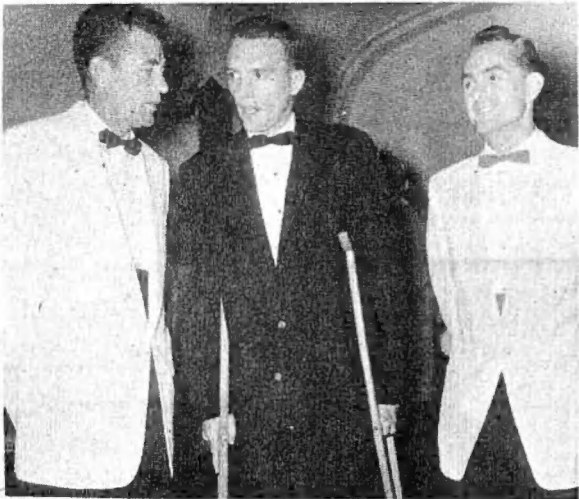


AT NASSAU Motor Ball (top) Stirling Moss, left, and Jack Brabham strike a pose. Lower: Charles Kirschhoffer, ex-Bugatti mechanic from Molsheim, and Signora Laura Ferrari, wife of the famous Italian car builder, Enzo. They were at the table of Mr. and Mrs. Pedro Rodriguez of Mexico City. Others at this table included Phil Hill, Donald Healey, Luigi Chinetti, Ricci Wade and Sr. Ing. Salvador Claveria.

★ SUBSCRIBE TO MOTORACING ★



BEHIND CONSTANTINE and Hill at Nassau came (from top to bottom) Bob Holbert, Porsche RSK, 3rd; Jack Brabham, Cooper Monaco, 4th, and Joakim Bonnier, Porsche RSK, 5th.

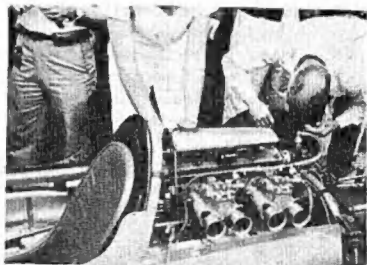


DRESSED TO the teeth (top) are, left to right, Carroll Shelby, Dan Gurney and Phil Hill at the sumptuous Motor Ball in Nassau. Gurney was struck by a kart the day before and suffered a broken foot. Bottom: Pedro Rodriguez, Jr., Hill and Ricardo Rodriguez with the silverware they won at Nassau. Ricardo's car was out of whack for the big race.

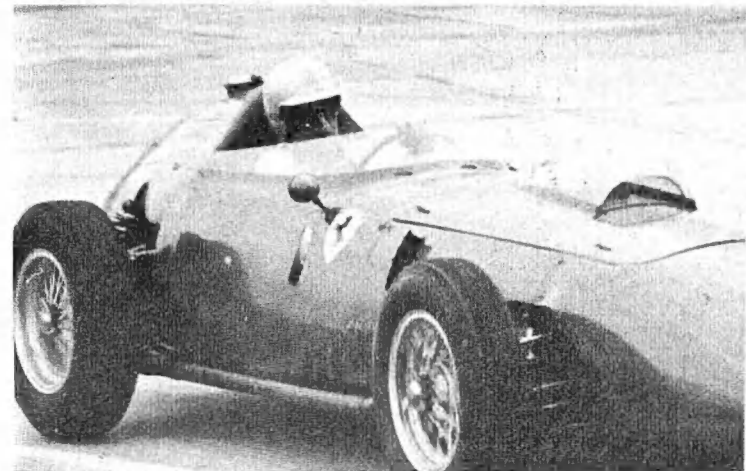
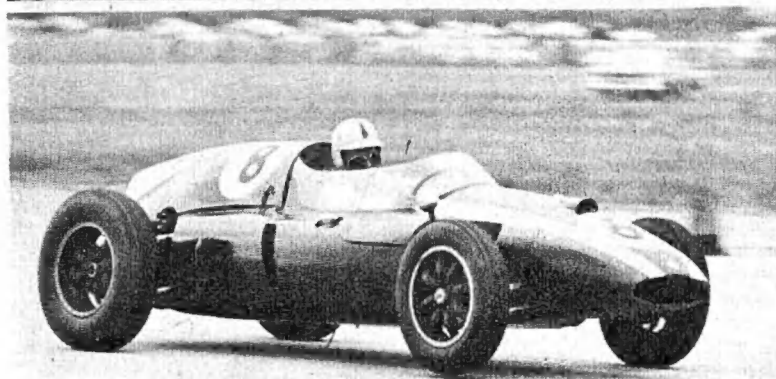
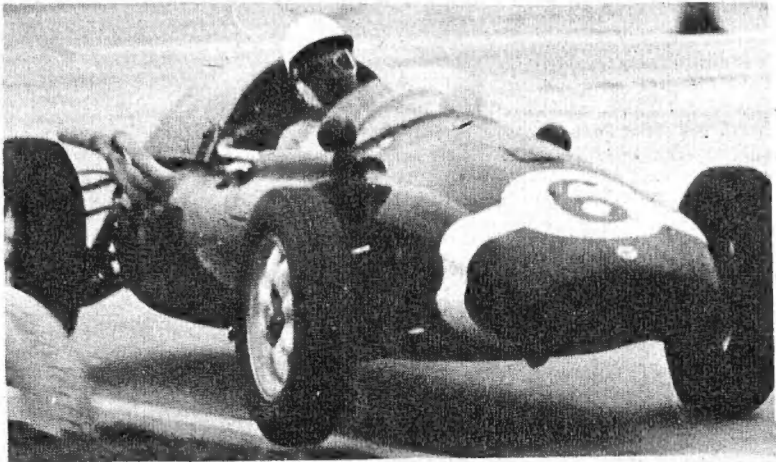


CHATTING before Nassau Trophy race are Count Wolfgang von Trips, left, and the Swedish champion, Joakim Bonnier. Both drove Porsches.

**Subscribe to
MOTORACING**



LAST-MINUTE check of Harry Schell's rear-engined, privately-entered Cooper-Climax. He was out of GP after 6 laps with clutch bothers.



FOLLOWING McLAREN, from top to bottom, were Maurice Trintignant, Cooper-Climax, 2nd; Tony Brooks, Ferrari, 3rd; Jack Brabham, Cooper-Climax, 4th, and Wolfgang von Trips, Ferrari, 5th.

Stanguellinis Wallop Foes

SEBRING, Fla., Dec. 11—Results—Formula Junior Race - 66 miles - 2.2-mile course. Winner's time: 45 min. 43.0 sec. Winner's average speed: 86.6mph. Fastest lap: Fritz D'Orey, 1 min-29.6 sec, 88.5mph.

Pos.	Driver	Car	Time
1.	W. Hansgen, Stanguellini		45:43.0
2.	F. D'Orey, Stanguellini		45:52.4
3.	Ed Hugus, Stanguellini		46:10.4
4.	B. Cunningham, Stanguellini		46:32.4
5.	S. McArthur, Stanguellini		46:35.4
6.	B. Major, Stanguellini		46:36.2
7.	H. Beck, Stanguellini		46:57.8
8.	G. Constantine, Taraschi		47:04.4
9.	L. Biatnik, Stanguellini		46:58.2
10.	J. Vene, Stanguellini		2 laps bhd.
11.	B. Martin, Elva		2 laps bhd.
12.	P. Carpenter, Stanguellini		2 laps bhd.
13.	Costly, Elva		2 laps bhd.
14.	O'Brien, Stanguellini		7 laps bhd.

Quick Response

Just thought that I would drop you a line and let you know the tremendous response that I got from placing a "For Sale" ad in your classified column. Had immediate replies from Portland, Oregon, Denver, Colorado, Yardley, Pa., and Little Rock, Arkansas. Your paper really has the coverage. I highly recommend your "Classified Ads" column for anyone having a sports or racing car for sale. Another good point is that it doesn't take months before the copy appears—like it does in some of the national monthly magazines.

Albert E. Long
Pasadena, Calif.

PAST WINNERS

Past winners of the Nassau Trophy sports car race:
1954—Masten Gregory
1955—Phil Hill
1956—Stirling Moss
1957—Stirling Moss
1958—Chuck Daigh
Lance Reventlow
1959—George Constantine

HILLMAN SCORES

A 1½ liter Hillman Minx has won its class (1201 - 1725cc) in the 1959 New Zealand Mobilgas Economy Run with 40 miles per gallon over the 1,136 miles long route from Blenheim to Christchurch.

LAST MINUTE XMAS GIFTS



Everyone in the sporty car fraternity will appreciate the humor in this keen book of cartoons MY ENGINE IS MISSING. The people and situations are easily recognizable and the hard cover volume is really well done. Price \$2.95.



A perfect gift for the driver is this CARRY ALL designed especially to contain helmet, goggles (in a separate flannel bag), coveralls, a change of underwear, shoes, camera, etc. Made of waterrepellent nylon and softly lined, the CARRY ALL fits under an airplane seat and can be kept with you. Price \$12.95.



Mitten
SPORTS CAR ACCESSORIES

— LOTS OF FREE PARKING —
1127 East Green Street
Pasadena, California
Phone orders: MUrray 1-5681

CSCC POMONA RACES OFF

The Calif. Sports Car Club is not going through with its scheduled races at Pomona on Jan. 23-24.
...Perry Peron, president of the club, said the races would not be held. He added parts of the Pomona Fairgrounds course (the drag strip section) was being paved.

SCCA Races at Palm Springs

Entry blanks have been mailed out to six western states for the Palm Springs Sports Car Races, to be staged by LA region of SCCA, Saturday and Sunday, Jan. 23-24.

The Palm Springs event will be the first official Pacific Coast Championship race of 1960, and a full program of races is scheduled in all classes. Deadline for entries is January 12.

SATURDAY RESULTS AT RIVERSIDE

Saturday, Dec. 5, 1959
RACE 1—PROD. G & H, 6 laps, 19.65 mi., time 16:28, avg. 71.6mph: 1) D. Hayward, Alfa Spyd; 2) J. Rebney, Alfa Giul. Spr.; 3) B. Augustus, Alfa Giul. Spr. **CLASS G:** Hayward; **CLASS H:** D. Grossman, AH Sprite.
RACE 2—PROD. F, 6 laps, 19.65 mi., time 15:21, avg. 76.9mph: 1) C. Kessinger, Alfa Sup. Spd; 2) E. Barker, Porsche Spdst; 3) F. Aldous, Alfa Sup. Spyd.
RACE 3—PROD. E, 6 laps, 19.65 mi., time 15:08, avg. 77.9 mph: 1) R. O'Dell, Porsche Carr; 2) B. Pioletto, Porsche Carr. Spst.; 3) K. Swanson, MGA-tc.
RACE 4—PROD. B, C & D, 6 laps, 19.65 mi., time 14:10, avg. 83.2mph: 1) B. Bondurant, Corvette; 2) V. Mayell, Corvette; 3) B. Sturgins, Ferrari Berlinetta. **CLASS B:** Bondurant; **CLASS C:** Dean Mears, MB 300SL; **CLASS D:** J. Breakovich, AH 100S.
RACE 5 FORMULA & MODIF. UNDER

Hansgen Jag Home First

SEBRING, Fla., Dec. 12—Results "Compact" Sedan Race — 161.2 miles - 5.2-mile course. Winner's time: 2 hrs. 03 min. 44.6 sec. Winner's average speed: 78mph. Fastest lap: Hansgen, 3:55.2 (26th lap).

Pos.	Driver	Car	Laps
1.	Walt Hansgen, 3.4 Jaguar		31
2.	Curtis Turner, Lark V8		30
3.	Ed Crawford, 3.4 Jaguar		30
4.	Fireball Roberts, Lark V8		29
5.	Art Riley, Volvo		28
6.	Ed Hugus, Corvair		28
7.	Pedro Rodriguez, Volvo		27
8.	Denise McCluggage, Falcon		27
9.	Jeff Stevens, Valiant		27
10.	Geo. Constantine, Corvair		26
11.	Vern Bonnett, Volvo		26
12.	Fred Martin, Valiant		26
13.	Jack Ryan, Volkswagen		26
14.	Joe Sheppard, Rapier		25
15.	George Smith, Rambler		25
16.	Duncan Forlong, SAAB		24
17.	George Peck, Renault		24
18.	Tom Terrell, Hillman		23
19.	Ray Saidel, NSU		23
20.	Howard Hanna, Engl. Ford		23
21.	Howard Franklin, Renault		23
22.	Donald Kearney, SAAB		23
23.	Bill Johnston, Renault		23
24.	Gordon Pennington, Fiat		DNF

SPEED-O-RAMA SET

SAN FRANCISCO—The SPEED-O-RAMA featuring custom, rod, and antique automobiles will be held March 18-27 here at Brooks Hall, it was announced by Bob Barkhimer.

Subscribe to MOTORACING.

1000cc, 6 laps, 19.65 mi., time 15:30, avg. 76.1mph: 1) H. Jones, Lotus Crosley; 2) J. Parkinson, Fiat Abarth; 3) W. Mollie, Panhard. **CLASS G:** J. Ling, Sebring Sprite; **CLASS H:** Jones; **FORM. III:** E. Quivey, JAP Spl.; **FORM. JR.:** E. Freutel, Stanguellini.
RACE 6—WOMEN, 6 laps, 19.65 mi., time 15:18, avg. 77.1mph: 1) B. Shutes, Porsche Spst; 2) G. Sims, Corvette; 3) N. Taylor, Lotus MG.
RACE 7—MODIF. OVER 1000cc, 6 laps, 19.65 mi., time 13:09, avg. 89.7mph: 1) E. Krause, Mercedes Corvette; 2) M. Balchowsky, Ole Yeller Mk. II; 3) B. Drake, Maserati 2.8. **CLASS C:** Krause; **CLASS D:** Drake; **CLASS E:** B. Chalmers, Lotus MG; **CLASS F:** D. D. Michellmore, Porsche RS; **CLASS G:** F. Monise, Lotus Climax.

Havana Beckons; No Guns, Please

BY MANUEL OTUMBA
MOTORACING Staff Writer

HAVANA, Dec. 17—Aficionados, with a yen for real adventure, should start growing their beards now, don bullet proof vests and head for the Habana Hilton the week of Feb. 22-28.

The Cuban Automobile Club, with the support of the governmental Cuban Sports Department, has designated this as speed week. It also announces that barring kidnappings and successful counter-revolutions the FIA-sanctioned 3rd International Grand Prix de Cuba will come off.

The racing will not be on the beautiful waterfront Malecon course, site of the two previous colorful and tempestuous Grands Prix de Cuba, but on a new course on the demilitarized Columbia Air Field.

Four-Mile Course

The approximate four-mile course is located in the heart of Havana. The Castro government is said to have improved the old air field.

For the aficionados that punctuated already exists. They well remember how the great Fangio was

kidnapped and prevented from participating in the 2nd and last running of the Cuban Grand Prix in 1958 as part of the revolution then in progress.

Le Mans Start

The first Grand Prix de Cuba in 1957 is recalled, not for revolutions, but for the contest between Fangio and the late Marquis de Portago. It was won by Fangio in a 3-litre Maserati.

Racing starts Feb. 24 and concludes Sunday, Feb. 28, with the Cuba Trophy Race for sports cars. This international 300-mile race will have a Le Mans start.

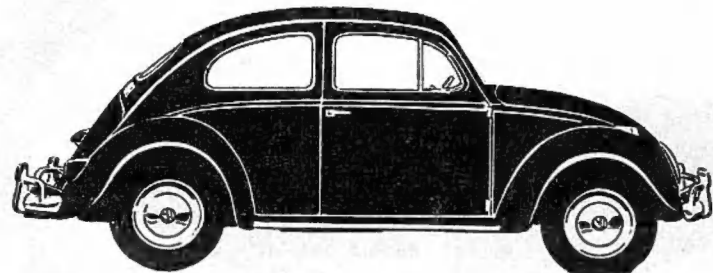
Some \$22,500 in prize money will be up for grabs. In sports car competition, the first five positions over 2,000 and the first four positions under 2,000 will finish in the money; Grand Turismo, first four positions over 2,000 and under. There will also be cash awards in the Formula Jr. competition.

Entries, by invitation, are being received through Feb. 3 at race headquarters, Cuban Automobile Club, Habana Hilton Hotel, Habana. Members of the organizing committee include Captain Felipe Guerra Matos, director of the Cuban Sports Dept., Lt. Calixto Marrero and Juan Garcia, with committee members Alfonso Gomez Mena and Kenneth Coleman heading the competition committee.

The above can be called or written for info, but regardless of what you find out, don't decide to bring a gun for your own protection. You won't even get it through customs.

DON'T MISS THIS!

Brand-new, unused C-type Jaguar intake conversion (2" pots and manifold) that will make a goer out of either the roadster or the sedan. Cost new about \$240, but will peddle for half that - say \$124.95!!! Write MOTORACING, Dept. MO, P.O. Box 1127, Culver City, California



A sensible tradition



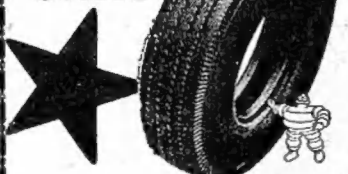
Ferrari
REPRESENTATIVES
of California

1767 North Cahuenga Boulevard
Hollywood 28, California
HOLLYWOOD 9-1174

Sales and Service under Management of Paul "Richie" Ginther

Subscribe to MOTORACING

World's Finest Tire!
MICHELIN 'X'
FOR FAST CARS



- DOUBLE TIRE MILEAGE
- HOLDS ON ANY SURFACE
- SAFE AT 130 M.P.H.
- ELIMINATES TIRE SQUEAL

MOLDS FOR RECAPPING THE IDENTICAL MICHELIN "X" TREAD. (MOST SIZES) AVAILABLE NOW.

COMPLETE STOCK FOR ALL CARS AND TRUCKS

DEALER INQUIRIES INVITED

HAL MOODY'S
TIRE SERVICE

4638 San Fernando Road
Glendale, California
CH 5-5119 CI 1-1123

The

Blarney Castle

Restaurant

Extends To You...



Season's Greetings





Peace on Earth

In this year 1959, the world is not everything we would like it to be. We have a talent for organization, and a positive genius for making things—machines that are marvelously intricate and precise. Yet, among ourselves, we have never been able to fashion anything except the uneasiest kind of peace on earth, a hesitant, suspicious attempt at goodwill toward men.

But once a year, at Christmas, the vision is available to us. Dimly we catch a glimpse of what the world might be if our ability to produce could be matched by an ability to understand.

Our shortcomings are many and glaring. Even today, half the world goes to bed hungry every night. And over us all streak the rockets. We live under the fearful shadow of our own new-found ability to make the earth a dead and shattered star, drifting lifeless through empty space.

And so, for each one of us individually, we make this Christmas wish. May we capture and hold throughout the New Year that spirit of love and peace and brotherhood that we can all glimpse at Christmas time. As the vision grows brighter, so will our world.

MERRY CHRISTMAS

Final 1959 Formula 1 Car Championship

	1	2	3	4	5	6	7	8	Total
1. Cooper-Climax	8	6	4	8	3	8	8	8	40
2. Ferrari	0	0	0	0	0	0	0	0	0
3. B.R.M.	0	0	0	0	0	0	0	0	0
4. Lotus	0	0	0	0	0	0	0	0	0

1 Monaco, 2 Holland, 3 France, 4 Great Britain, 5 Germany, 6 Portugal, 7 Italy, 8 United States. (Points 8-6-4-3-2-1 for first six finishing cars, with only best-placed car of any make earning points. Totals included five best.)

FOR INSURANCE SEE THE PEOPLE
Who Specialize in Sports Car Insurance
BRACKER — GRIBIN VON DYL, Inc.
(Also Life and Gen. Insurance)
Main office: 8046 Van Nuys Blvd. Panorama City State 2-5860

HELP WANTED
I NEED another good man versed in the science of mixology, but he must have another qualification—be a road and speedway racing aficionado, so that he can chat with the customers and make them feel at home. We don't want enthusiasts to just sit there and guzzle. That's not the policy of MOTOR SPORTS BAR, at 16148 Ventura Blvd., Encino, Calif. Please call me pronto at State 4-0550—Bill Loadvine.

Subscribe to MOTORACING

THE GRAND PRIX RESTAURANT
LUNCH — DINNER — COCKTAILS
Daily 11:30 to 2 a.m. — Sat. 4 p.m. to 2 a.m.
Racing Movies — Tues. Nights — Piano Bar — Thurs., Fri., Sat.
8204 BEVERLY BLVD. Closed Sunday OL 1-2276

Give the Xmas gift your race driver will be proud to use all season —
A BELL 500TX HELMET
... is the only helmet approved by all racing associations.
... is the only full-coverage helmet with the non-resilient, energy-absorbing liner.
... is the only full-coverage helmet approved by the independent Snell Foundation.
THERE IS NO ECONOMICAL SUBSTITUTE WHEN YOU ARE BUYING SAFETY.
SIZES — 6¾, 6¾ to 7, 7¼, 7½, 7¾, 7½
Also JUNIOR SIZES
HELMET WITH VISOR \$38.50
HELMET LESS VISOR \$37.00
DEALER INQUIRIES INVITED
BELL AUTO PARTS, INC.
Write for free literature 3633-M East Gage Ave., Bell, California
Ludlow 7-5229
A BELL 500 TX HELMET FOR EVERYONE THIS CHRISTMAS!!
Order from your Dealer.

START THE NEW YEAR RIGHT WITH A SUBSCRIPTION TO MOTORACING



If you subscribe or extend your subscription, we offer you special gift subscriptions at ONLY \$2 per year!

Yes! Please enter my subscription or extend my own subscription from expiration as follows:

- ☐ Three years — \$8.00
☐ One year — \$3.00



- ☐ Air Mail rates in United States, Canada, Honolulu, Mexico—\$6 per year — Also APO and FPO addresses.
☐ Foreign Rate, \$4 per year.
☐ Extension

- ☐ Check or money order enclosed
☐ New subscriber

Name.....
Address.....
City..... Zone..... State.....

SPECIAL NEW YEAR GIFT RATE

With the above new subscription or renewal we offer you special gift subscriptions at only \$2 per year.

Please Enter a 1-Year Subscription as My Gift to:

(PLEASE PRINT)
Name..... Street..... City..... Zone..... State.....
Gift Card..... to read "From".....
Name..... Street..... City..... Zone..... State.....
Gift Card..... to read "From".....

Gift subscriptions will begin with this issue. Gift cards will be mailed to inform recipients of your gift.

Mail complete form to MOTORACING, P.O. Box 1127, Culver City, California

Krause Booms To Riverside Victory

(Continued from Page 2)
155.17mph three laps in succession.

Spectator Kills Self

Saturday's races were marred by the death of 46 year old John Earl Campbell, of Los Angeles, who was speeding his new TR-3 on one of the spectator access roads near turn 8, for the amusement of his wife and friends. Campbell locked his disc brakes at high speed, hit a patch of loose gravel, and shot over a 3-foot embankment. The TR-3 flipped, but the crash threw the unseat-belted Campbell through the car's cloth top to his death. The car flipped several times and was destroyed.

Formula Jr. Wins

The semi-main, for modified cars

under 1000cc and for Formula III and Formula Jr. cars, saw the first local appearance of the Stanguellini F-Jr, driven by Ed Freutel, board member of the CSCC. Jim Parkinson, in a modified Fiat Abarth took an early lead, but the superior handling of the Stanguellini, even with Freutel's unfamiliarity with the car, soon took the sleek Grand Prix car into the lead.

Molle Gools

The Class H modified battle between Dr. William Molle (Fairchild Panhard) and Harry Jones (Lotus Crosley) came to a sudden end early in the race when they entered turn 6 side by side. Molle swept wide on the turn and Jones stayed close to the inner verge. When Molle recovered full control and cut back into the curve leaving turn 6, Jones ran smack into him, eliminating both cars from the race. Molle, after having gone on his side at Laguna Seca and on his head at Hour Glass, has announced his retirement from racing.

Production Races

Both of the big production races were among the better of the day, yet the winner of neither was

unexpected. Bob "Matinee" Bonduant drove his Corvette to a ½-second win over Corvette driver Vince Mayell, followed by a recently-seldom-seen Ferrari Berlinetta and Dean Mears in the 300SL roadster.

Flying Jack Breskovich held the lead all the way in his race in his Austin Healey 100S, crossing the finish line a second ahead of Ron O'Dell's Porsche Carrera and 4 seconds ahead of Jim Parkinson in a new Austin Healey 3000.

Windhorst Wins

The popular win of the race weekend was Bob Windhorst's first-time overall win in the D.E. and F production race on Sunday. Barbara Windhorst, Bob's wife, was 3rd overall and 1st in class in the Women's Race in the same car. Betty Shutes was 1st, in her RS Spyder with Ginny Sims 2nd in a Corvette.

The races were staged by the Calif. Sports Car Club and drew a crowd of about 5000 spectators.

Overhead at the Motor Sports Bar—"Mary didn't wear a girdle."

PORSCHE & V W
FACTORY TRAINED MECHANICS
Universal Motor Cars
OUR OWN BODY AND FENDER SHOP
30th and CRENSHAW, L. A. RE 2-0107

Season's Greetings
FROM
SID LANGSAM, President
AND
RAY LAVELY, Manager
SID LANGSAM'S CONTINENTAL DIVIDE RACEWAYS
NEAR DENVER, COLORADO

Classified Ads

SPORTS CARS

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminister 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD.

IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, California.

RATES

75c PER LINE, one time.
MINIMUM: 5 lines.
CONTRACTS: Apply for rates.
BOX NO.: Add 50c
RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.
HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15%, payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

Alfa Spider No. 500

Ready for Race or Street. Full particulars to qualified parties on request. Car now holds CSCC Class and Total Points Championship for 1959. Call Thelma Kimble
ST. 8-5039 - Eves.
14905 Dickens
Sherman Oaks, California

'56 AC ACE
Roadster. A-1 condition. A Gem! Metallic red; Black upholstery; White Top and Tonneau. Must sell. \$2600. A distinctive car. 4428 Morse Ave., No. Hollywood. STate 4-5521.

Cooper Climax 1100

Comp. Majored Chassis, 1500 Brakes, Stage 3 tune. New Engine. Porsche Spyder Gear Box with ZF limited slip differential. Many other "Goodies". Raced 1 time at Riverside for test only. Extremely fast and completely dependable. Lap times of 2:23 with ease. New paint and Dunlop R-5 Tires. Complete with trailer.
Lotus Eater at half the price

Moradyne Co.

Oregon 4373
San Diego, Calif.
Phone: AT. 3-4675

No. 56 Triumph TR. 3

1959 High Point Champion for California Club and Pacific Coast SCCA - Class E.
16 Races - 17 Trophies
2 Tonneaus, spare wire wheels, new rubber, overdrive Roll-bar. Competition suspension, 4.1 gears. Top speed excess 120 mph. Presently in California Club specification guaranteed stock Configuration. Excess of 80 hp. at rear wheels. Will prove car on Dyno for buyer.
Car maintained by:

Joe Valdes, at Cal Sales
in Perfect Condition!!
\$2350.00

R. W. KASTNER
1300 - 9th Street
Manhattan Beach, Calif.
Phone: FR. 3-1754

COMPETITION

Road Racing CAR. Prof. All Alum. Body. Torsion bar, susp., racing shocks, swing rear axle, inboard brakes, tube frame. Too much to tell here. Less Eng. & Trans., SEE. Make offer over \$1200.00. Cost \$5500. EM. 5-8828 Evenings.

1 TAYLOR Super Sports, 2 Liter. SOHC. Fresh. Ready to run. This is the lightweight bomb featured Road and Track, May '58. \$1295, Complete. EM 5-8828 Eves.

MASERATI 2 Liter Zagato Cpe. This car has 4000 original miles. Never raced. Assured winner in up-coming G. T. Class Racing. Trades considered. Oreste Borgognone, 8906 Plymouth Street, Oakland, Calif.
Phone: OL 3-4216

FERRARI SUPER MONZA - Big 3.5 engine in lighter chassis. Carefully maintained by experienced Ferrari mechanic. New Bahamas Blue metallic paint. Excellent condition throughout. Ready to race \$4,995. Burney Russell, 5001 Crown Rd., Fort Worth, Texas.

SPORTS CARS Ferrari 250 TR

Delivered Nov. '58. Has only five short Races (Regional) - Always 1st or 2nd O. A. 1 National - 1st DM. Never wrecked or Blown. 6 Spare Wheels, set of Bearings & few other spares. Consider trade on G.T. FERRARI, ASTON. Ask \$9,000.

David C. Lane, M. D.
3 S. W. 16th St.
Ft. Lauderdale, Fla.
JA 4-4912

Ferrari 2 Litre Testa Rosa

IN EXCELLENT
CONDITION
ALSO 1500cc COOPER
CHASSIS WITH PORSCHE
TRANSMISSION AND
DISC BRAKES.

ALSO 1500cc CLIMAX
DOC ENGINE WITH
MANY EXTRA PARTS

Von Housens Motors
1729 Fulton Ave.
Sacramento, Calif.
Phone IVanhoe 3-4388

BERKELEY 2 Cylinder. Lots of fun for race or street. Runs fine. Good paint, new upholstery. \$695. Burney Russell, 5001 Crown Rd., Fort Worth, Texas.

LOTUS MK-11 Club
750cc C. CLIMAX Engine. \$3200. Without engine \$2500. Exhnt. Condition.
Jack Ross Eves. TH 8-7104

DB FORMULA JUNIOR—the only one in U.S. competition. Engine like new. Ready to race. Bargain price - \$235. Worldwide Import, Inc., 1968 So. Sepulveda Blvd., Los Angeles. GRanite 7-6739.

C-Jag D-type
3862 cc engine with WEBERS. Many extras, \$3000. Call Howard 5-4313 after 6 p.m. Stockton, Calif. Jack Woodard.

Lister Jaguar

3.8 factory engine with 35/40 head. Ten races. Engine just rebuilt. Like new. Extra wheels, parts etc. \$7,950.00.

Jack Flaherty
British Motor Car
Distributors, Ltd.
1800 Van Ness Avenue
San Francisco, Calif.

ELVA MKIII

Last one built, perfect condition, 3 races - 3 trophies. All latest goodies, needs nothing but driver with heavy right foot. No reasonable offer refused. Will take trade.
R. G. GILLESPIE
INTERNATIONAL MOTORS, INC.
615 Francisco Blvd.
San Rafael, California
Glenwood 6-1653

Ferrari 250TR

Immaculate, perfect condition. First Class D. Mod every race. Spare wheels, 3 extra ratios. Quitting racing. \$8,500.00 MERCEDES SPECIAL. Deduct rear axle, space frame, concours condition. \$4000.00. GMC Truck and Trailer will fit either car.

Owner - Charles J. Hughes
Contact Danny Collins, 1626 Albion
Denver, Colorado

PARTS, ACCESSORIES

WANTED

Late Model 2.5 Litre
LANCIA V-6 ENGINE
and Gear Box.

Send particulars to:
Mr. Jack Flaherty
British Motor Cars
1800 Van Ness Avenue
San Francisco, Calif.

SAUER RACING ENGINE

DOHC. 1500cc. Fresh. Perfect for Special. \$500.00 firm. Call EM 5-8828 evening.

USED SPORTS CAR PARTS GALORE!
Jag Mark VII, VK-120 & 140, Porsche, TR-2 & 3, Sunbeam Talbot 90 4-dr., VW, DKW, Singer Healey, Renault, Both mech. & body panels CHEAP!
J. B. Brooks, 2637 Artesia, Long Beach, Calif. ME 4-1063

Subscribe to MOTORACING

NASSAU RACE

(Continued from Page 3)

After Hill came Bob Holbert, Warrington, Pa., who turned a remarkable ride in a 1600 Porsche RSK. Fourth went to world champion (F1) Jack Brabham, of Australia, in a 2-liter Cooper Monaco. The Swedish champion, Joakim Bonnier, Stockholm, was fifth in a 1500 Porsche RSK.

Sixth was Harry Blanchard, Greenwich, Conn., 1500 Porsche RSK; seventh, Jim Jeffords, Milwaukee, 5.5 Chevy-Scarab; eight, Count Wolfgang von Trips, Germany, 1600 Porsche; ninth, Alan Connell, Ft. Worth, 4.1 Ferrari; 10th Dick Thompson, Washington, D. C., 4.6 Sting Ray Spl.

The first six places finished in the same lap. Seventh through 10th were one lap behind.

\$31,000 Race

The race was worth \$31,000, including \$8,000 in starting scratch, and it was quite a financial plum for Constantine and the car owner, Elisha Walker, New York City stockbroker.

First prize was worth \$11,000—\$7,500 plus \$2,000 (Shell Oil), \$1,000 (KLG spark plugs), and \$500 for class C win. Complete prize list for the race appears elsewhere in this issue.

The Hill bit was tough, but that's part of racing. He was second by 31 seconds after losing 50 seconds when he was knocked out on turn 2 on the ninth lap.

A rear-view mirror made faulty by the suspension prevented his good friend, Denise McCluggage from seeing Hill in time as he bore down to pass her. She thought he was going by on the inside—but he didn't.

His wheels locked and he went into a tremendous side skid, winding up 35 feet off the course. Hill lost 30 seconds backing out, then another 20 when he made a pit stop to see if the tires were OK.

Additionally, pit management was below par. Until the 45th lap—four before the finish—Hill did not receive a single pit signal. On the 45th they gave him the sign—"21," (minus 21 seconds) and waved him on furiously.

Eleanor Furious

The difference in cash between first and second was about \$7,000.

... no wonder Eleanor was furious! This same turn two, a lap or so after, also was the undoing of 19-year-old Pedro Rodriguez of Mexico City. Gaston Andrey, the early leader in a 2-liter Maserati, clouted the rear of Pedro's 4.1 Ferrari. He wound up in the boondocks, where Hill had been. It took him 10 minutes to back out. At the time he was second overall behind Jeffords' Scarab.

Pedro still finished 12th overall and second in class. It was this same Andrey who pranged Rodriguez twice in the LeMans-type start.

The big attractions, of course, were Stirling Moss, in a 4.2 Aston Martin, and Brabham.

Moss, who isn't famous for being easy on machinery, took over the lead on the seventh lap, pitted one lap later to check a hastily-repaired gas tank that earlier made it doubtful the Aston would be a starter.

50-Second Stop

He dropped about 15 places, but worked his way back up into contention. Moss pulled in for gas and tires on the 28th and was away in less than 50 seconds.

On the 34th he was back in second, passing Constantine and trailing the blazing Andrey. Moss came in on the 35th after having spun on the backstretch. He was out for good. Gas was pouring from the rear of the Aston.

Brabham, as has been the case all season with the Cooper-Climax in Grand Prix driving, was steady and consistent all the way. He was handicapped, too, by injuries suffered here yesterday when a stone bounced into his face, smashing his goggles.

Through all of this, Constantine was right in the midst of contention. He was never too far off the pace.

Andrey In Front

At the end of 10 it was Andrey, Rodriguez, Jeffords, Richie Ginther (in Eleanor von Neumann's 4.1 Ferrari), Constantine, Thompson and Brabham. Richie stopped for

Vignettes

(Continued from Page 1)

didn't lose a cent."
SMALL CROWD
They said the crowd was 15,000. I doubt if it exceeded 10,000, which is terrific for this town.

Let's be honest; the Grand Prix itself was not too hot. Eighteen cars started, and of the seven that finished only FIVE made it under their own power.

Four cars completed 42 laps, then the next two were three laps behind, and the seventh car was four laps behind!

But this is the most classic form of racing. It is splendorous even if it isn't nip and tuck. And the most remarkable thing after watching sports car racing in this country and others close by is that the Formula 1 cars go fast. They move.

It reminds me of a comment by the late Jean Behra of France at Riverside two years ago. They asked him what he thought of Miles. With perfect candor he answered: "Yes, he's a fine driver, but he doesn't go fast."

And that's about the way you compare sports car racing with Formula 1 racing.

It's not cricket to compare a 218-miler with a 12-hour race. Today, Bruce McLaren averaged 98.83mph in his Cooper-Climax; the record for the enduro is 86.66mph, set in '58 by Phil Hill and the late Peter Collins in a Ferrari. The lap record today was 101.13mph, made by Maurice Trintignant's Cooper-Climax. The enduro lap record was set in '58 by Stirling Moss in an Aston Martin at 93.6mph.

And in practice the other day Moss turned a three-minute lap in a Cooper for a speed of 104mph.

These Formula 1 cars move!

The Vanderbilt Cup races at the turn of the century drew from 200 to 300,000 people. Grands Prix in Europe draw up to 200,000 souls.

It will take years, but Grand Prix racing will take hold in these United States. The sport is titanic. How anybody can, clownlike, sit there and watch those squirrel-cage oval races will always mystify this innocent bystander.

A comparison between road and track racing is more than odious.

★ ★ ★

Lance Reventlow was around—in the press section.

Earlier, the report was that his new formula cars were not ready, which was the reason he did not go to Australia and New Zealand. But here they said the Grand Prix job was ready, and the reason it didn't race was because of differences with Ulmann over appearance money.

★ ★ ★

At a press party the other night, Ulmann popped off, embarrassing Rodger Ward and his midjet. Then his slack cranked out an irrelevant handout saying road racing would degenerate because courses didn't approximate normal highways. All the gab was on sports cars—and this had absolutely nothing to do with the next day's racing, which was Formula 1.

★ ★ ★

Conditions also were lousy at wondrous Nassau. It was cold. Prices were brutal. The hotel (Carlton House) was just about as bad as the Sebring Hotel... Nassau and Sebring again? ... Never! ... Nunca! ... Jamais!

VOTE FOR COLEMAN

On the ballot for 1960 CSCC bd. of gov. are Alan Fordney, Rey Martinez, Frank Milne, Jack Nethercutt, Sr., John Robinson, Otto Zipper. Incumbents: Ed Barker, Sumner Bennett, Dave Bracken, Ray Frug, Frank Monise, Perry Peron.

A well-liked and hard-working chap who stands a fine chance to be elected as a write-in candidate is Walter Coleman. He has been the grid steward five of the eight years he's been with the Cal Club. At Riverside, they got 125 signatures on a petition trying to get him

tires after 15 laps and became a DNF 10 laps later owing to gearbox malfunctioning. This machine has been more than a headache.

Although the scorers lost track of him, Carroll Shelby, Dallas, in a 2.8 "birdcage" Maserati, also was in shooting distance until he went kaput on the 31st with a broken rear end suspension tube.

Sebring GP

(Continued from Page 5)

Brooks, Moss, Hill and Trintignant. Allison was a threat for more than half the race, holding down fourth behind Brabham, McLaren and Brooks on the 23rd lap, when he went out with a broken clutch. For a spell he and Ireland had quite a dice.

Close Together

And while everyone was watching Brabham and McLaren—always separated by just a few car lengths and following an identical pattern going into the turns—von Trips was having a duel with Trintignant, and later with Brooks, who nailed him on the 39th lap.

Both Moss and Trintignant were driving for Rob Walker, so when the Britisher was forced out, he joined the French wine grower's pit and cheered him on. At this point (the 26th lap), Trintignant was 24 seconds behind Brabham.

Allison, in his Ferrari, was the only threat to Brabham and McLaren in the early stages, but after he went out, first von Trips moved into third, and then Trintignant, on the 24th.

Cooper Worried

The Frenchman was flying and stayed in that slot until the last lap.

John Cooper of the factory was one worried and harried individual in the closing stages as Trintignant bore down on Brabham and McLaren.

Everybody and his brother figured Brabham a cinch. McLaren was driving to instructions and was in there for protection.

And then it happened. Brabham's Cooper had developed a fuel leak. Brimming with moxie, Jack pushed the car around two turns and into the homestretch.

They gave him a wild ovation. And he deserved it. The guy is a real champion—a distinct credit to the sport.

Ray Lands Renault Post

Charles Ray has been appointed district sales manager for Renault, Inc. with headquarters in L.A., James A. Quesenberry, West Coast regional manager for the automobile company, announced today. Ray will be in charge of sales activities in Southern California, Arizona, Utah and Nevada. He succeeds Robert B. Jones, who has been placed in charge of Renault sales in the Wichita, Kans. area.

on the slate. This included all the name drivers and half of the present board.

An ex-driver, Walter knows the pilot's problems. He's also with SCCA, and one of his aims is to bring harmony between the two outfits. Remember Walter Coleman's name as a WRITE-IN candidate. MOTORACING's choices: Fordney, Martinez, Milne, Nethercutt, Robinson and Coleman (WRITE-IN).

★ ★ ★

FINANCIAL REPORT

What did the Times-Mirror charity races do last October at Riverside? Here are the figures and a comparison with the first one in 1958:

	1958	1959
Gross	\$139,969.45	\$119,271.
Expenses	76,685.54	77,712.
	(54.79%)	(65.16%)
Charity	63,283.91	41,559.

The recent one took in \$111,805 in admissions. This figure, plus \$7,466 listed for "advertising and entry fees," made up the \$119,271 gross. Expenses were about the same, but it appears the crowd this year was much less than the 72,000 which the Snapper Wrappers said attended the '58 race. It's hard to tell what the exact gate was because the tab was \$3 and \$4.

Once the ice had been broken and with only one really European big name driver this year (Stirling Moss—and he doesn't work cheaply), it was expected expenses would be lower, but, percentage-wise, they were much higher, and charity got \$22,000 less, although still a nice nudge.

MOTORACING
3862 Westwood Blvd.
Culver City, California

Entered as Second Class Matter
at Culver City, Calif.

NEWS

Jaguar



MORRIS

FIAT



Hillman

Austin



more fine car manufacturers recommend

CASTROL

than any other motor oil in the world!

MORRIS



Jaguar



people who drive fine cars...insist on CASTROL

CASTROL OILS, INC.

260 California St., San Francisco 11, Calif.

A Division of the Wakefield Group, World's Largest Exclusive Producer of Lubricants.